

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXX., No. 50.]

SATURDAY, DECEMBER 12, 1874.

[WHOLE No. 2,016, VOL. XLVII.

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Union Pacific Railroad	1569
Central Pacific Railroad	1569
Central Branch Union Pacific Railroad	1569
Kansas Pacific Railroad	1569
Sioux City and Pacific Railroad	1569
Southern Pacific Railroad	1569
Atlantic and Pacific Railroad	1569
Northern Pacific Railroad	1570
Texas and Pacific Railroad	1570
Denver Pacific Railroad	1570
Boston and Providence Railroad	1571
Erie Railway	1572
Railroad Earnings	1574
Federal and State Securities	1576
Dividend and Interest Tables	1575, 1577
Railroad Share List	1586
Stock Exchange and Money Market	1593
The Coal Trade	1595
Finances of the United States	1595

American Railroad Journal.

New York, Saturday, December 12, 1874.

Pacific Railroads.

EXTRACT FROM THE REPORT OF THE SECRETARY OF THE INTERIOR.

The subscriptions to the stock of the Union Pacific Railroad Company amount to \$36,783,000, of which \$36,762,800 has been paid. The receipts for the year ending 30th June, 1874, from the transportation of passengers were \$3,749,998 12; of freight, \$5,672,724 01; and from miscellaneous sources, \$824,038 03; total, \$10,246,760 16. (These figures include "amounts earned for, and withheld by, the United States, for transportation of its passengers, freight, and mails.") The expense of operating the road for the year has been \$5,089,789 17, leaving net earnings \$5,156,970 99. The entire cost of the road and fixtures to 30th June, 1874, was \$112,427,277 46. The total bonded indebtedness of the company is shown to be \$75,261,512, of which \$27,236,512 is due to the United States. The "floating debt" (not including the company's note for \$2,000,000, issued to the "Hoxie contract") is \$2,234,873 62, and "sterling loans" £20,000.

The amount of stock of the Central Pacific

Railroad Company subscribed is \$62,608,800, of which \$54,275,500 has been paid. The receipts for the year ending 30th June, 1874, from transportation of passengers were \$4,389,718 52; and of freight, \$7,638,773 93; total, \$12,028,492 45. The operating expenses of the road for the year were \$4,816,082 40, leaving net earnings to the amount of \$7,212,410 05. At the close of said year the indebtedness of the company amounted to \$85,673,181 75, of which \$27,855,680 was to the United States. This company embraces, by consolidation, (besides the original Central Pacific Company,) the Western Pacific, the California and Oregon, the San Francisco, Oakland and Alameda, and the San Joaquin Valley Companies.

On the 30th of October, 1869, a board of eminent citizens, appointed pursuant to a joint resolution of Congress, reported that the sum of \$2,162,750 would be necessary to supply deficiencies in the Central Pacific and Union Pacific roads. Mr. Secretary Cox accepted their report and made it the basis of the adjustment of the land grants to said companies. He directed half the lands inuring to them under acts of Congress to be withheld until these deficiencies should be supplied. Commissioners appointed during the current year have re-examined the roads and reported the deficiencies supplied. Pursuant to your direction, Mr. Secretary Cox's order has been revoked, and the lands due the companies will all be patented to them.

Stock of the Central Branch Union Pacific Railroad Company was subscribed to the amount of \$1,000,000, of which \$980,600 was paid. The receipts for transportation of passengers for the year ending 30th June, 1874, were \$44,080 36; and for freight, \$84,407 71; total, \$128,488 07. The actual amount expended on said road for the year is \$147,918 43. The cost of the road and fixtures has been \$3,763,700. The company's indebtedness (in addition to the first mortgage bonds, \$1,600,000, and the Government loan, \$1,600,000) is \$308,966 96.

The amount of stock of the Kansas Pacific Railway Company subscribed is \$9,992,500, and the amount paid in is \$9,689,960. Total amount of stock allowed by law, \$10,000,000. The receipts for the transportation of passengers for the year

ending 30th June, 1874, are \$1,363,090 99; for freight during the same period, \$1,982,060 69; miscellaneous earnings, \$64,184 50; total, \$3,409,336 18. The cost of construction and equipment of six hundred and thirty nine miles of main line and thirty three miles of branch line (six hundred and seventy two miles) has been \$34,359,540 66. The total funded debt of the company is \$27,801,600, of which \$6,303,000 is due the United States. Other liabilities and indebtedness, \$3,126,235 99; total, \$30,427,835 99.

Stock of the Sioux City and Pacific Railroad Company to the amount of \$4,478,500 has been subscribed of which \$1,791,400 has been paid in. The receipts for the year ending 30th June, 1874, from the transportation of passengers, were \$84,922 85; of freight, \$200,722 02; from express, \$3,008 98; and from miscellaneous sources, \$22,165 27; total, \$319,819 12. The expenses during that period were \$263,703 52, leaving net earnings \$56,115 60. The indebtedness of the company is \$3,387,210 99, of which \$1,628,320 is due to the United States. This road commences at Sioux City, Iowa, and extends to Fremont, Nebr., where it intersects the Union Pacific Railroad, a distance of 101.77 miles.

At the close of the year ending 30th June, 1874, the amount of subscribed stock of the Southern Pacific Railroad Company of California was \$15,429,200, of which \$14,071,100 was paid. The cost of surveys, up to the end of said year, has been \$125,043 40. The amount received for transportation of passengers was \$512,637 53; of freight, \$536,050 58; total, \$1,048,688 11. The expenses of the road and its fixtures for the year were \$478,647 48, leaving net earnings \$570,040,63. The indebtedness of the company is \$11,000,000. You accepted the fifth section of this road on the 9th of May last; and, on the 26th instant, an additional section of twenty miles, making the total number of miles accepted 160.26.

Stock of the Atlantic and Pacific Railroad Company, to the amount of \$19,760,300, has been subscribed and paid in. The road is completed from Pacific Mo., to Vinita, Ind. T., a distance of three hundred and twenty seven and a quarter miles. The expense of additional equipment within the last fiscal year has been \$726,665 63. The lease

of the Saint Louis, Lawrence and Denver Railroad by this company on the 29th June, 1872, for a period of nine hundred and ninety nine years, has, by mutual agreement, been canceled. The cost of the surveys to 30th June, 1874, was \$323,927 36. The amount received from passengers on the Atlantic and Pacific division was \$272,011 26; on the Pacific Railroad of Missouri and leased lines division, it was \$1,005,062 29; total, \$1,277,073 55. The amount received from freight on the Atlantic and Pacific division was \$949,763 15; on the Pacific Railroad of Missouri and leased lines division, \$2,065,498 17; total, \$3,015,261 32; entire receipts, \$4,892,334 87. The cost of the Atlantic and Pacific Railroad and fixtures to 30th June, 1874, was \$37,250,732 36. The running expenses of the road from 30th June, 1873, to 30th June, 1874, were \$642,091 80, and the same expenses of the Pacific Railroad of Missouri and leased lines during said period were \$2,201,308 81; total expenses, \$2,843,400 11. The indebtedness of the company is as follows: Bonded debt of the South Pacific Railroad Company, secured by mortgage of lands assumed by this company, \$7,190,000; Atlantic and Pacific company's bonds, dated July 1, 1868, (twenty years), \$2,840,000; same company's Central division first mortgage railroad and land grant bonds, dated November 1, 1871, \$1,195,500; same company's Central division land grant bonds, dated November 1, 1871, \$795,000; same company's second mortgage railroad and land grant bonds, dated November 1, 1871, \$1,189,500; same company's equipment bonds, dated June 27, 1873, \$753,000; same company's 6 per cent. bonds, dated December 1, 1873, \$1,149,800; (and scrip outstanding, \$513,946 81;) 6 per cent. income bonds, dated December 1, 1873, \$375,300; land debentures, dated January 1, 1874, \$12,000; total bonded indebtedness, \$15,500,100; floating indebtedness, \$2,478,029 82; entire indebtedness, \$17,978,129 82. Assets of cash debts due company, and securities other than of this company, amounting to \$1,861,431 29, on hand.

Stock of the Northern Pacific Railroad Company (as shown by last report) to the amount of \$100,000,000 has been subscribed, and certificates for 202,328 shares, of \$100 each, have been issued. The main line of the road has been built and is now in daily operation from Du Luth, on Lake Superior, westward to Bismarck, on the Missouri River, a distance of four hundred and fifty miles, and from Kalama, on the north side of the Columbia River, in the Territory of Washington, northward to Tacoma, on Commencement Bay, Puget Sound, a distance of one hundred and five miles. The cost of the surveys of the lines of the road, including necessary purchase of right of way, has been \$1,108,893 75. The extent of lines surveyed is 9,388 miles, and, in addition, 2,350 miles of river reconnaissance. When the final locations shall have been made, the number of miles surveyed will be about 12,000 and the cost of the surveys will aggregate about \$1,500,000—equal to \$125 per mile. The company owns, by purchase, an equal half of the Lake Superior and Mississippi Railroad, from Du Luth to the junction with the Northern Pacific Railroad, a distance of twenty four miles. In 1873 the road was definitely located west of Bismarck from the mouth of Heart River, a tributary of the Missouri, to the mouth of Glendive

Creek, a tributary of the Yellowstone, a distance of two hundred and five miles. This portion of the line has been made ready for construction, and bids have been received, after public notice, for clearing, grubbing, grading, and bridging the entire distance. The company's report states that it is safe to estimate that the next two hundred and five miles of road west of Bismarck can be constructed at a maximum cost of \$20,000 per mile, if paid for monthly and in cash. The precise point at which the road will cross the Missouri River, has not yet been fixed, but it is considered safe to assume that a bridge can be erected, without great cost, within two miles of and above Fort Abraham Lincoln, at which point the river is about 3,500 feet wide. West of the mouth of Glendive Creek, and east of the junction of the Deer Lodge and Blackfoot Rivers, all in Montana Territory, the line has not been definitely fixed. The location will, however, probably be made along and up the right (south) bank of the Yellowstone as far as a point opposite the mouth of Porcupine Creek, a distance of two hundred miles from the mouth of Glendive Creek. From the mouth of the Porcupine, on the Yellowstone, to the junction of the Deer Lodge and Little Blackfoot Rivers, a distance of about three hundred and fifty miles, the location of the line has not been decided on. The hostility of the Indians constitutes an obstruction to engineering work. The amount received from the transportation of passengers on the road (in both the Pacific and Minnesota divisions) for the last fiscal year was \$250,878 73; from freight transportation for same period on said divisions, \$737,252 67; total, \$988,131 40. The expense of the road and fixtures has been: for surveys, \$1,108,278 52; construction, including docks and wharves, \$14,446,356 54; auxiliary and connecting rail and water lines, \$2,728,980 09; equipment, \$2,434,346 25; general expense, including officers' salaries, travelling expenses, taxes, rent, attorneys' fees, &c., \$635,454 71; total, \$21,353,416 11. The indebtedness of the company is as follows: first mortgage bonds, (dollar,) \$28,847,600; first mortgage bonds, (sterling,) \$1,250,000; bills payable, \$702,293 36; accounts payable, \$75,442 20; bonds and scrip issued to fund interest, \$683,304; total, \$31,558,639 56. On the 1st of December last you accepted a section of 196.4 miles of this road, and on the 12th of May of the present year a portion of 40.1 miles, making a total number of miles approved 529.41.

December 5 last I accepted the southern division of the Cairo and Fulton Railroad, (125.96 miles,) commencing at the Arkansas River, (Little Rock,) and ending at the Red River, (Fulton;) also, the first twenty five miles, lying immediately south of the boundary line between the States of Missouri and Arkansas.

The amount of stock of the Texas and Pacific Railway Company authorized by law is \$50,000,000; capital stock issued: scrip stock for partial payments on account of subscriptions, \$600,000; full paid stock, \$1,000,000; total, \$1,600,000. The indebtedness of the company is as follows: first mortgage 6 per cent gold construction bonds issued, \$9,210,000; first mortgage land grant 7 per cent currency bonds issued, \$9,251,000; floating debt, \$2,207,444 45; debt of the Southern

Pacific Railroad Company to the State of Texas, assumed by the Texas and Pacific Company, \$204,964 69; total, \$22,473,409 14. The receipts from the transportation of passengers for the year ending 30th June, 1874, were \$269,468 86; of freight, \$572,453 13; from express, \$6,906; United States mail, \$14,318 63; from telegraph, \$420 17; and from miscellaneous sources, \$8,394 83; total, \$871,981 62. The expenditures for same period were: for conducting transportation, \$184,973 22; motive power, \$172,133 51; maintenance of way, \$239,794 07; maintenance of cars, \$54,357 06; general expenses, \$39,474 56; total, \$690,732 42; for current construction—improving road, widening gauge, ditching, grading, &c.—\$336,319 58. There are three hundred and twenty miles of this road now in operation; one hundred and forty six and nine-hundredths miles (from Marshall to Dallas, Texas,) have been completed and accepted since last report; one hundred and seven miles are graded, bridged, and tied, ready for the iron. The company's assets are as follows: three hundred and twenty miles of constructed and equipped road; one hundred and seven miles of partially constructed and equipped road; three hundred and fifty miles of telegraph line, \$20,708,986 63; accounts collectible, \$73,481 77; supplies on hand, \$138,990 78; cash on hand, \$97,183; total, \$21,018,642 18. The road will extend from Shreveport, La., on Red River, to San Diego, Cal., with a branch from Marshall, Texas, to Texarkana, there connecting with the Cairo and Fulton Railroad, and from Texarkana, through Paris and Sherman, connecting with the main line at Fort Worth. Over this route the surveys have determined that in an engineering and commercial point of view the line to be adopted is as follows: Leaving Shreveport, the road runs almost due west through Caddo Parish, Louisiana, and through the counties of Harrison, Gregg, Upshur, Wood, Smith, Van Zandt, Kaufman, Dallas, and Tarrant, in Texas, passing through the towns of Marshall, Hallville, Longview, Willow Springs, Gladewater, Hawkins, Mineola, Grand Sabine, Will's Point, Elmo, Terrel, Forney, Mesquite, and Dallas, to Fort Worth, at the junction of the West and Clear Forks of Trinity River, in Tarrant County. The distance (by the company's line of route, as shown by their report) from Fort Worth to San Diego is 1,457.64 miles; from Shreveport to San Diego, 1,676.64 miles, and from Texarkana to San Diego, 1,693.63 miles. In addition to the main line from Shreveport to San Diego, the company have the Jefferson division, from Marshall to the Transcontinental Division, at a point five miles west of Texarkana, sixty nine miles, (distance from Marshall to Texarkana, seventy four miles,) and the Transcontinental division, from Texarkana to Fort Worth, two hundred and thirty six miles.

The amount of stock of the Denver Pacific Railway and Telegraph Company, subscribed as authorized by law and paid in, is \$4,000,000. The receipts for the year ending June 30, 1874, for transportation of passengers, were \$165,910 71; of freight, \$112,462 74; miscellaneous earnings, \$8,152 34; total, \$286,525 79. The expenditures for the same time were \$130,975 68, leaving net earnings \$155,550 11. The cost of construction and equipment of the road to the date above stated was \$6,493,800, and the indebtedness of the company to that date was \$2,706,223 63.

Boston and Providence Railroad.

The earnings of this road for the years ending September 30, 1873 and 1874, were as follows:

	1873.	1874.
From passengers....	\$949,550 54	\$903,167 11
" freight	809,461 89	712,672 07
" rents	9,292 33	22,372 63
" express	32,378 23	33,512 67
" mails.....	9,545 00	8,078 83
" interest	4,840 19	7,475 88
" dividends	8,040 00	.....
	\$1,822,108 18	\$1,687,279 18

Expenses, viz:

Repairs of railroad ...	\$140,869 79	104,409 99
Sleeper account.....	29,472 89	19,307 83
New steel rails	104,702 31	160,951 38
Repairs of locomotives	90,147 86	82,560 38
Repairs of cars.....	125,928 93	60,953 66
New station houses, fixtures and repairs.	107,892 07	65,140 27
New bridges and repairs.....	50,167 61	47,938 32
Fence account.....	8,235 66	11,991 35
Snow account.....	6,962 78	3,025 62
Gratuities & damages.	18,381 46	4,236 56
Passenger department	192,945 65	180,353 40
Freight department...	209,846 80	190,042 88
Wood and coal	140,007 33	127,630 49
Miscellaneous exp....	30,455 55	25,726 74
Switch and gatemen..	39,711 26	40,189 08
Taxes, insurance, etc.	83,516 73	92,255 45
Oil and waste.....	13,245 59	13,027 28
Telegraph expenses...	1,275 30	1,282 21
Interest paid.....	31,237 51	53,080 88
	\$1,425,003 08	\$1,284,103 77

Balance carried to income account.....	\$397,105 10	\$403,175 42
Add balance from previous year...		452,209 97
Premium on 500 shares new stock sold January 13, 1874.....		23,625 00
Total		\$879,010 39
Dividends paid May 15, and Nov. 15, 1874, \$5 per share.....		\$400,000 00
Taxes paid U.S. Government in 1871-72, under protest, and not refunded.....		14,732 57
Balance to new account.....		464,277 82

Total, as above

Compared with the previous year, the gross earnings show a decrease of \$134,828 99, with a decrease in expenses of \$140,899 31. The report says:

The last Annual Report of the Directors of this Corporation, was made to its Stockholders soon after the commencement of what was termed the "panic" in the business community, and which has been followed by a period of almost universal depression and discouragement in every department of industry and traffic, of unexpected severity and duration. More than an entire year has elapsed and still the causes which produced the change from an apparently high condition of prosperity to one of extreme inactivity and depression, have not yet ceased to operate. From these reverses the railroad interest has not been exempt, but has been compelled to bear its full share in the disastrous experience which has attended the commercial and manufacturing enterprises of the country. In presenting that Report the Directors were not unmindful of the fact that the period embraced in its tables had been one of exceptional success in all departments of our operations, and that its results exhibited a larger percentage of increase in our gross receipts over previous years, than in any single year of the existence of the Corporation. In view of the condition of things the Directors called the attention of the Stockholders to the judiciousness of the liberal expenditures which they had made during that season of prosperous traffic, in the following words:

"It will be seen that many of these expenditures have anticipated substantial supplies and improvements required for the future, and thereby enabled us to encounter with safety a less prosperous season, if the present depressed condition of the business of the country should continue for any length of time to affect injuriously its railroad interests.

"In any event, while it is a source of satisfaction to know that our provision for the future has placed us in a position of comparative strength and security, in which to encounter a less prosperous period, it will serve as an admonition to the managers of the Road so to administer the trust confided to them by the Stockholders as to do what is in their power, by exacting such a rigorous retrenchment and such strict fidelity on the part of all who are employed in the service of the Corporation, as will maintain, so far as is practicable, the sound condition, both of its material and its financial affairs, which the Corporation has hitherto enjoyed."

Since these views and purposes were expressed, the experience of the Directors, in common with that of the managers of every other railroad corporation, who have been obliged to witness the steady decline in their receipts for more than a year, has not only justified the prudence of their previous action, but the assurance then given of their intention to apply the only remedy for a reduction of our receipts by a vigorous reduction of our expenses as far as was practicable, has been redeemed to an extent far beyond their expectations.

This will be apparent to the Stockholders, by a careful examination of the accompanying tables furnished by the Treasurer, and a comparison of them with the corresponding items in his statement of the previous year.

It is to be observed also, that the accounts of the Treasurer, exhibit as charges against the earnings of the Road, embraced in its ordinary expenditure, many items which in other, and in the judgment of the Directors, less satisfactory modes of keeping railroad accounts, are not included in this comparative view of the financial condition of the Corporation, and which, if excluded, would largely increase the apparent balance in favor of the reduction of expenses—in other words, according to his system everything is shown upon the books as it exists in fact, so that every Stockholder may be able to judge of the real value of his property in the Corporation without being compelled to sift and analyze the various accounts under which its receipts and expenses are entered, in order to comprehend its actual condition.

It will be seen that there is a largely increased amount of taxation of our property in almost every city and town in which it lies, and though this indicates a greatly increased market value of that property, the property itself is of no greater essential value to the Corporation in carrying on its operations, than if it stood at its original cost. There is also in these accounts a considerable item of interest which does not ordinarily appear in railroad accounts as charged to expenses, and which has arisen mainly out of new acquisitions of property by the Corporation in other connecting roads authorized by the Stockholders by their vote in 1872, the wisdom of which action has been amply vindicated by its results. Although authority was then given to the Directors to issue bonds to the extent of one million of dollars, they have not thought it expedient to burden the Treasury for so long a period as twenty years with a debt that can probably be met within a much shorter period. They have therefore limited the issue of bonds to one half the sum authorized, and for the further requirements of the Corporation have given its notes payable at various periods from one to seven years, and in such sums as, with a fair degree of prosperity from year to year, will enable us without inconvenience to pay the whole indebtedness thus created within the last mentioned period.

The report of the Directors to the Railroad Commissioners shows the number of miles run by

our trains during the year to have been 789,468, against 816,554 in the last previous year. The whole number of passengers carried this year 3,486,280, against 3,741,530 for the former period. The whole number carried one mile 38,625,149, against 41,224,077, and the number of tons of freight carried this year 738,668, against 827,575. Notwithstanding this temporary falling off in the business of the road, it is a gratifying feature of the statistics furnished by the Treasurer, that of the \$134,828 99 in the reduction of our receipts, nearly \$100,000 of it is due to the diminution of our freight business, and only about \$35,000 to the falling off of receipts from passengers. It is still more a source of satisfaction to the Directors to be able to state that of the large number of passengers transported on our trains not one has been injured in the cars.

We have laid during the year 18½ miles of steel rails, including 2¼ miles on the Providence Division, not heretofore reported, giving us 59 miles of track upon which they have been substituted for the less durable and in the end less economical iron rails with which the road was originally constructed. Under the system of renewals which has been adopted, we shall soon have the entire road laid with steel, the result of which will be, not only to reduce in a great degree the annual amount of this large item of our expenses, but to diminish in a large measure the annual cost of wear and tear of the equipment of the road. The good effects of this change from iron to steel are already apparent, in both these respects; neither the road, nor its equipment, having ever been in as good a condition as they are at the present time.

In submitting this Report of our operations for a year which the Directors trust and believe will prove to be exceptional in its depressing influences upon the railroad as well as all other industrial interests, they deem it a fair subject of congratulation, that what has been accomplished during so unfavorable a season, has required them neither to diminish the customary dividends to the Stockholders, nor to abridge in any essential degree the convenience and comfort of the traveling public, while they have still maintained in all its departments the high standard which has been attained, both for the road and its equipment, in completeness and efficiency.

TRIAL BALANCE, SEPTEMBER 30, 1874.

Construction and equipment.....	\$4,000 000 00
Stoughton branch.....	85,400 00
Mansfield and Framingham Railroad stock.....	15,000 00
Providence, Warren and Bristol Railroad stock.....	283,499 27
Fall River, Warren and Providence Railroad stock, bonds and equipment	350,395 38
Real estate.....	210,168 69
Cash and cash funds.....	202,704 43
Notes receivable.....	13,480 03
Improvement account, including new passenger station in Boston.	627,660 26
Materials on hand.....	306,862 81
Balances due from other roads, etc.	136,782 56
	\$6,231,953 41
Capital stock	\$4,000,000 00
Seven per cent. bonds, due 1893...	500,000 00
Notes payable.....	984,000 00
Unclaimed dividends.....	7,725 00
Dividend No. 76, due Nov. 15, 1874.	200,000 00
City of Boston taxes, 1874.....	32,884 04
State of Massachusetts tax, 1874..	38,494 70
Balance due to other roads, etc ..	5,071 85
Income account.....	464,277 82
	\$6,231,953 41

President.—JOHN H. CLIFFORD.

Directors.—John H. Clifford, George W. Hallet, T. P. I. Goddard, Wm. R. Robeson, F. M. Weld, Joseph W. Balch, Henry A. Whitney.

Treasurer.—B. B. TORREY.

Superintendent.—A. A. FOLGOM.

Erie Railway.

CAPTAIN TYLER'S REPORT.

(Continued from page 1641.)

INTERNATIONAL BRIDGE CONNECTION.

During the past year a branch, 4½ miles long, has been constructed, between a junction with the Niagara Falls branch, near East Buffalo, and the International bridge recently constructed in connection with the Grand Trunk of Canada at North Buffalo. The completion of this branch was for some time delayed, in consequence of obstructions placed in the way of the Erie by the New York Central in regard to the crossing of the tracks of the latter company. But a commission, legally appointed at Buffalo, has at length decided upon the terms of the crossings, and the connection has been made. It will form a link in an important route, between Chicago and Jersey City, via the Michigan railways, the Canadian railways, and the Erie. The full advantage of it, can, however, hardly be realized until the gauge of the Erie has been changed; and in the meantime, machines will be required for transferring the bodies of the cars between narrow and broad gauge trucks, to avoid damage and delays to the through traffic in the transshipment of the contents of the cars. Looking to the nature of this through route, to the distance by it between Chicago and New York, and to the terminal facilities on the Hudson River of the Erie, it will undoubtedly form one of the best routes for the conveyance of the produce of the West to the Atlantic seaboard; and it will also form, when other improvements have been carried out, an excellent route to points in the New England States.

The Erie will further be able, in seasons when the navigation is closed, to send by it return cargoes of coal into Canada and to the westward.

IMPROVEMENTS OF GRADIENTS.

In consequence of the configuration of the portions of the Allegheny range, and of the country occupied by the Erie, between Jersey City and Lake Erie, that line passes over six summits, already referred to—namely, the summit between the Hudson and the Wallkill rivers; the Otisville summit, 895ft. above the sea, between the Wallkill and Delaware rivers, and 75½ miles from New York; the Gulf summit, 1,366.38ft. high, and 184 miles from New York, between the Delaware and Susquehanna rivers; the Almond summit, 1,760.17ft. above the sea, and 344 miles from New York, between the Susquehanna and Genesee rivers; the Cuba summit, 1,677.42ft. high, and 377½ miles from New York, between the Genesee and Allegheny rivers; and the summit between the Allegheny and Lake Erie, 1,595.58ft. above the sea, and 436 miles from New York.

The ruling gradients of the Eastern division, 87½ miles long, between Jersey City and Port Jervis, are now 60ft. per mile in each direction; those of the Delaware division, 104½ miles long, between Port Jervis and Susquehanna, are 16ft. per mile, rising westward, excepting at the Gulf summit, between Deposit and Susquehanna. This summit is approached from the east, on gradients of 57ft., and from the west of 60ft. per mile, and the trains are assisted over it by pushing engines, at an additional cost of about \$90,000 a year. The ruling gradients of the Susquehanna division, 139½ miles long, between Susquehanna and Hornellsville, are 11ft. per mile in each direction. The gradients of the Buffalo division, 91 miles long, between Hornellsville and Buffalo, though somewhat irregular, may be stated at from 44ft. to 48ft. per mile in each direction as a maximum. On the western division, 123 miles long, between Hornellsville and Dunkirk, the ruling gradients are 52ft. to the mile ascending westward, and 40ft. to the mile ascending eastward.

An ordinary locomotive engine, with cylinders 16in. in diameter, by a stroke of 24 in., with driving wheels 5ft. in diameter, and weighing 30 to 35 tons, can thus take only sixteen loaded cars over 87½ miles of the Eastern division, over 6 miles of the Delaware division, and over the 94½ miles of the Rochester division; whilst it can take eighty-one loaded cars over the 91 miles of the Buffalo

division, twenty loaded cars over the 94½ miles of the Rochester division, and forty loaded cars over 98 miles of the Delaware division, and over 140 miles of the Susquehanna division. There are thus two divisions in the middle of the line of low gradients, on which the standard length of trains is forty loaded cars, and the standard weight is, say, 800 tons; and these two divisions extend continuously for 244 miles, with the exception of the Gulf summit, over which these heavy trains are assisted by an extra engine. But there are at each end of these 244 miles divisions of heavier gradients, on which the standard loads of trains are necessarily reduced to sixteen or twenty cars, weighing, say, 320 or 400 tons. As a large proportion of the traffic, is through traffic, it is the more desirable that, as far as is possible, consistently with an economical result, improvements should be effected, so as to admit of trains of the same size and weight being hauled without the expense and delay attendant on breaking them up and remanshalling them on different parts of the line. Examinations and surveys have been made over all the heavy grade divisions of the line, to ascertain how far it may be possible to improve the gradients; and to enable this desirable object to be carried out, Mr. Chanute, the chief engineer of the company, who takes much interest in this subject, informs me that the following are the results obtained:—

As regards the first summit, between the Hudson and the Wallkill rivers, the ruling gradients might be reduced from 60ft. per mile in each direction to 26ft. per mile eastward and 35ft. per mile westward, with the exception of a gradient of 40ft. to the mile, four miles long, ascending westward, at Hobokas; and this might be effected by the construction of short loop-lines in different places; the total length being reduced by 1 mile, and the cost being \$2,000,000. As regards the second summit, at Otisville, the ruling gradients might be reduced to 25ft. per mile by the construction of about 33 miles of new line, including the construction of a tunnel 7,000ft. long. The length of the line would in this case be increased by 7 miles, and the cost would be about \$3,000,000. As regards the third summit, the gradients are already conveniently concentrated, and no improvement could be made except at an expenditure the interest on which would exceed the present cost of assisting engines. The gradients over the fourth summit, on the Buffalo division, might be reduced from, say, 44ft. to 48ft. to the mile, by certain alterations in the location of parts of the line, to a maximum of 16ft. per mile to the eastward and 21ft. per mile to the westward. This great improvement it is proposed to carry out whilst adding a second line of rails, which it is absolutely necessary to do. The most important alteration would be the raising of the timber viaduct, elsewhere referred to as the Portage bridge, over the Genesee Valley, and which is already 234ft. high, to a height of 254ft., and the cost would not otherwise be heavy. The ruling gradients ascending westward over the corresponding summit, between the same valleys, on the western division, could only be improved by constructing a new line across from the Buffalo division near Nunda to a point west of Cuba, and thus increasing the length of the line. The ruling gradients, ascending eastward to this summit, might probably be reduced to 25ft. per mile. The gradients over the summit between the Genesee and Allegheny rivers might be reduced to 10ft. or 15ft. per mile by the construction of a new line about 35 miles long, and 2 miles shorter than the present line from Genesee to Olean. This line appears, indeed, to have been proposed when the railroad was originally constructed, and it would, I am informed, have been adopted if difficulties had not been expected in consequence of its passing for a few miles through the State of Pennsylvania. On the Buffalo division west of the Genesee the ruling gradients can be reduced, to within 3 miles east of Attica, by frequent changes of location during the construction of the second line of rails, to 21ft. per mile ascending westward and 16ft. per mile ascending eastward; and this might

be done at moderate expense. But thence to Buffalo, where the line has already been doubled for about 30 miles, maximum gradients of 35ft. to 40ft. to the mile would still remain; and no further improvement could be made on the western division between the Allegheny Valley and Lake Erie.

It is considered that if the above improvements were carried out it would be possible to run eastward standard trains of forty loaded cars, or, say 800 tons gross, along the entire distances between Attica and Jersey City on the one hand, and between Salamanca and Jersey City on the other hand. But this would have to be done by the adoption of a regular system of different classes of locomotives for the different divisions, and by the further employment of assisting engines at five different points. The ordinary engines, with four coupled wheels and bogie trucks under their leading ends, would still be used on the Delaware and Susquehanna divisions; the "Mogul" engines, with six coupled wheels and Bissel bogies under their leading ends, on the Buffalo division; and "consolidation" engines, with eight coupled wheels and Bissel bogies on the eastern and western divisions; and assisting engines would be required, as at present, between Deposit and Susquehanna, and from Hornellsville to Tip-top summit, as well as to some extent at the Hobokas gradient in the eastern division, and on the gradient east of Attica on the Buffalo division.

I have thought it desirable to enter thus in some detail into the improvements which might be effected in the alteration of gradients with a view to further economy in working. But it is obvious that, except at certain points where such improvements can be carried out at moderate cost in the course of constructing a second line (which must in any case be done), it would be unwise to contemplate heavy expenditure in the construction of new portions of the line until after providing for more necessary objects, such as the laying down of steel rails, the doubling of the track, the alteration of the gauge, the erection of engine houses and coal trestles, and the provision of other improvements more easily carried out if not more immediately remunerative. And even then each case of new construction of portions of loop line must be considered and thoroughly discussed on its own merits with reference to the cost in working which might be saved, and the interest to be paid on the money to be found for carrying it out. Of course, the greater the increase in the traffic, the greater would be the saving effected by the adoption of such improvements in the gradients.

ALTERATION OF GAUGE.

One of the most important questions for immediate discussion, if not the most important, is that of reducing the gauge of the rails from its present dimension of 6ft. to what is called the standard gauge of the country. Unfortunately that gauge is not uniform, but varies mainly between 4ft. 8½in. and 4ft. 10in. for districts more immediately connected with the Erie. In the event of a change, the precise gauge adopted would, probably, be a compromise gauge of 4ft. 9½in., which is already to some extent in operation. By the adoption of wider treads to the wheels, the cars are made to run over the different gauges without change within the above limits. But the wider gauge of 6ft. is of course only available for engines and cars constructed specially for that gauge; and the Erie cannot, therefore, receive the cars of other lines, or send its own cars to other lines, without the car trucks being changed. A system of sliding the wheels on the axles, and so adapting them to run on gauges both of 4ft. 8½in. and of 5ft. 6in. was, a few years ago, extensively tried on the Grand Trunk of Canada and the railways in connection with it. A thousand cars were at one time running on that principle, and a considerable amount of success was at first obtained; but it was at length found that accidents occurred, in consequence of some of the fastenings having either not been properly secured before starting or fallen out in running, and it became desirable to change the gauge of the whole line for upwards

of 1,300 miles—which has this year been completed—rather than to continue the use of this and other devices for overcoming the disadvantages of break of gauge. It is impossible to state precisely in figures the loss to a company like the Erie which a break of gauge entails. It is not merely the cost of transferring the various articles of produce or of transport from one car to another, or of transferring the cars from trucks of one gauge to trucks of another gauge; nor is it merely the delay occasioned to the traffic by such operations. Besides the cost of providing facilities at various points for these purposes, and of supervising and working them, and the difficulty of collecting the transfer cars in readiness at different points, or arranging for the proper disposal of the transfer trucks, there are also ideas of difficulties exaggerated in the minds of travelers and freighters which tend to cause traffic to shun those routes on which breaks of gauge are known to exist.

When there is sharp competition between various routes, that route which suffers from breaks of gauge feels the effect of it most keenly, and as the rolling stock of the various continuous systems tends to become employed more and more as common property the disadvantage of an isolated gauge is more seriously felt. No one circumstance has probably militated hitherto in a greater degree against the success of the Erie than the difference of its gauge from that of so many other lines forming junctions with it or running in continuation with it; and no better investment of money could, probably, be made than that of spending \$8,500,000, which the change is estimated to cost, in placing it on an equality with its competitors in this respect. For long through traffic, carried 1,000 miles and upwards, and sometimes for much greater distances, and especially for fully loaded wagons in full trains carried over such long distances, and requiring powerful engines, a wider gauge than 4 ft. 8 in. might, of itself, be considered to be advantageous. As a matter of practice, there is not a greater proportion of dead weight to net load in the goods traffic on the Erie than in that on the generality of lines on the standard gauge. No material saving, in working and maintenance, on the Erie could be expected from the change of gauge alone; but in avoiding, as already stated, cost, delay, and inconvenience in transfer operations, in the common utilisation of rolling stock, and, above all, in avoiding isolation, there can be no doubt whatever that one of the greatest steps which can be taken towards making the Erie a dividend paying line would be the reduction of its gauge to the common or compromise standard; and the sooner this can be done the smaller will be the ultimate cost of the operation. Of the two other alternatives which present themselves, the laying of a third rail over the whole of the line, or over those portions of it on which it would be most required, is one; and the employment of machines, known as Dodd's machine or Nutter's machine, at the various necessary points, is another. But the extension of a mixed gauge has the serious disadvantages of entailing enormous expense and great complication in the permanent way, and in the working of the traffic; and of only being after all a means to an end which may be accomplished more readily, more quickly, more conveniently, and ultimately more economically by a sudden alteration of gauge effected at a time when all proper preparations for it have been carefully made. The employment of machines for lifting the bodies of the cars and changing the trucks has never yet been tried on a large scale, so as to produce results as satisfactory as might be expected from such a system. If money cannot be found for the larger operation of a radical change, and even pending such a change, it might no doubt be found desirable to provide a number of such machines as a means of temporarily overcoming the above disadvantages. Taking as an instance the traffic which will be exchanged with the Canadian lines as the result of the connection at Buffalo between the Erie and the International bridge, it is only a certain proportion of the car bodies which would require to

have their trucks changed. The passengers, except in the case of sleeping cars, will transfer themselves from one carriage to another; the cattle require, in any case, to be taken out of the cars for rest and refreshment, if not for sale; and it is only the cars loaded with through traffic of certain descriptions for which it would be necessary to provide machines for lifting the bodies and changing the trucks.

As regards the cost which would be incurred by a change of the gauge, it is interesting to consider what cost has been similarly incurred in other cases, and I may therefore cite the experience which has been obtained in this respect on the Grand Trunk of Canada. On the main line of that railway, between Sarnia, London, and Buffalo, the cost of changing the permanent way, from a gauge of 5 ft. 6 in. to a gauge of 4 ft. 8 in., over a distance of 216 miles, with 16 per cent extra of sidings, averaged \$506 per mile of main line. On the same railway, between Stratford and Montreal, over a distance of 421 miles of main line, with 18 per cent extra of sidings, the change having been effected over the whole length in portions of two days, the cost averaged \$448 per mile of main line. It was estimated that the cost of similarly changing 552 miles, being the remainder of the Grand Trunk recently changed, would average, including 10 per cent extra for sidings, \$362 per mile of main line. The cost of changing the gauge of such of the engines as could thus be dealt with was from \$3,000 to \$3,500 per engine; and the cost of changing the gauge of the cars was \$50 per truck. Besides the above expenses, there are the questions of providing, before the change can be commenced, sufficient numbers of new engines and new car trucks of the gauge to be adopted; and the loss of traffic receipts during the operation must also be taken into account. The number of new engines required to be previously purchased depends partly upon the number of engines of the old gauge which are adapted for the change, and partly upon the length of the line to be simultaneously operated upon, as well as upon the number which it is possible to draw from work for conversion previously to the change. And the numbers of new car trucks to be previously purchased are affected by similar considerations. Such engines as are not suitable for change, and cannot otherwise be disposed of, are worth only their market value as scrap, excepting as regards any of their parts which can be used in the repair of old or the construction of new engines. The disturbance to the traffic during the operation decreases in proportion to the length of line changed at once, but the greater that length the greater the cost of the new engines and trucks to be previously purchased. By operating simultaneously on a whole line the expenses are saved, more or less considerable, according to the amount of the traffic, in providing points and means of transferring the traffic, or, in other words, of preventing as far as possible the inconveniences and delays incidental to break of gauge during the progress of the work. The average cost of new freight car trucks was \$450 and of new passenger car trucks was \$1,000 each last year on the Grand Trunk. With a Nutter machine, the erection of which cost \$3,000, about 100 cars had their trucks changed in twenty four hours.

LOCOMOTIVE DEPARTMENT.

This department was, when I was in America, presided over by Mr. Howard Fry, who was formerly on the South Eastern of England, and for seven years assistant locomotive superintendent on the eastern district of the Grand Trunk of Canada. He joined the Erie in July 1873, and had then charge of the locomotive stock of that company, and of the sheds and shops in connection with it; but he has since left the Erie and joined the Pennsylvania. The head-quarters of the department are at Susquehanna, 191 miles from New York, and 231 miles from Buffalo.

There are on the books of the company 505 engines as belonging to this department. Of these 472 are now in existence, either working on the road or undergoing repair. The remaining 33 have nothing to represent them. Of the 472 ex-

isting engines there were, on the 22nd June, 1874, 59 under repair on various parts of the line, and this appears to be about the average number ordinarily under repair: 29 of these are either undergoing thorough repair or being rebuilt, 14 are undergoing extensive repairs, and 16 daily or running shed repairs. Of these 472 engines the boilers of 178 are under 5 years of age, the boilers of 214 are between 5 and 10 years of age, the boilers of 51 are between 10 and 15 years of age, and the boilers of 29 are over 15 years of age.

From a careful survey which has been made of the whole of this stock, it would appear that the depreciation of it may be expressed as 4.7 per cent below what it would be if the engines were all in thorough good working order, and they would not probably compare unfavorably with the engines of other American lines.

I learn that during the summer of 1873 a high rate of expenditure was maintained upon the engine stock, and that in the ensuing winter the expenditure was cut down to a point which was considered sufficient to maintain it in the condition at which it had then arrived. Under the above reduced expenditure I find that the following repairs were effected:—During the six months from September 1873 to April 1874 fourteen new steel fire boxes were applied, fourteen engines were fitted with new cylinders, fifteen engines were fitted with new steel driving wheel tyres, and all the passenger engines received new leading truck wheels, fitted with Krupp's steel tyres; sixty five engines had their driving wheel tyres turned up, and 123 engines received repairs which cost over \$500 each. During that period the engine repairs amounted to \$7 62c. per engine mile. During the six months previous, from April 1873 to September 1873, these repairs amounted to \$8 98c. per engine mile. The expenditure for engine repairs on four good American roads, per engine mile, for 1873, is shown in the following table:

New York Central.....	\$6 65c.
Pennsylvania Railroad.....	5 44
Baltimore and Ohio.....	5 95
Lake Shore.....	5 02

It is impossible to make exact comparisons between these railroads and the Erie, or between one of these railroads and another, because the cost of such repairs varies very considerably with the number of new engines that have recently been purchased, and the number of engines that have been rebuilt, as well as the degree of uniformity to which they have attained. The costs given above are exclusive of the wages of engine drivers and firemen, and of the amount of fuel consumed by the engines when running, though they include the fuel used in the sheds and shops, and all shop expenses. On the Erie, as on many other American railroads, the fuel consumed and wages earned by the engine drivers and firemen are accounted for by the traffic department, and not as commonly in England by the locomotive department. It has not hitherto been the custom on the Erie to measure out the fuel to the engines, but it is desirable that this important means of obtaining economy in the consumption of fuel should in future be adopted. I saw at the stations of Hornellsville and Susquehanna an arrangement which had been perfected within the previous month for that purpose; and it is now intended to extend the system to all the stations at which engines receive their supplies of fuel. Small hopper trucks, holding 21 net tons, or 5,000 lbs. of coal each, are kept loaded in the coal trestles, and are run out on little tramways over the tenders, and the coal is dropped from them into the tenders, on the release of a hinged bottom. The number of each truck load supplied to each engine is recorded by the foreman of the coal shippers. The engines of the Erie consume coal only, obtained principally from the Towanda and Barclay mines, which are leased by the Erie through the intervention of the Towanda Coal Company; and partly also from the Lackawanna Coal Company, which supplies anthracite coal, and partly from the bituminous coalfields in connection with the Bradford branch.

(To be continued.)

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873.....	319,648	354,941	474,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	406,900	.....	.....
Central Pacific:													
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869.....	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870.....	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,659	1,285,567	1,293,957	1,037,992	12,734,729
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,072,750	13,938,969
1874.....	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	1,406,000	1,507,000	1,314,000	.....	.....
Chicago and Alton:													
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1870.....	706,025	753,732	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,359,282	1,306,338	1,037,964	773,494	12,203,406
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	774,856	846,394	900,376	980,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870.....	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,986	387,565	426,223	474,188	580,432	594,769	488,345	565,729	811,961	950,945	702,838	513,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	260,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	369,334	339,445	336,748	.....	.....
Eric:													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874.....	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,443,283	.....	.....	.....	.....	.....	.....
Illinois Central:													
1869.....	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870.....	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871.....	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	611,491	538,668	567,554	580,921	647,892	678,728	624,191	708,808	763,106	804,097	642,238	.....	.....
Kansas Pacific:													
1871.....	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872.....	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,430	17,591,629
1873.....	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874.....	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta & Cincinnati:													
1871.....	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,675
1874.....	171,028	144,215	161,031	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1870.....	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
Ohio and Mississippi:													
1872.....	272,472	239,733	290,710	276,280	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	266,039	243,167	304,842	298,665	268,807	292,546	282,640	323,963	364,374	381,021	309,597	.....	.....
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,									

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,280,000	J. & J.	July '74 34	Long Island 50	3,000,000	M. & S.	May '73 10e	Vermont and Mass. 100	2,860,000	A. & O.	Oct. '74 2
Allegheny Valley 50	2,256,350	J. & J.	July '74 4	Louisv., Cin. and Lex. 50	1,623,483	J. & J.	July '69 3	Warren (N. J.) 100	1,800,000	J. & D.	Dec. '73 34
Atlanta and West Point. 100	1,232,200	J. & J.	July '74 4	..... pref. 100	848,700	J. & J.	Jan. '74 44	Warwick Valley 100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf 100	3,693,200	J. & J.	July '74 4	Louisville & Nashville. 100	8,980,000	F. & A.	Feb. '74 4	West Jersey 100	1,559,750	F. & A.	Feb. '74 4
..... guar. 100	785,476	M. & N.	Nov. '73 34	Louisv., N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac* 100	180,000	J. & J.	July '74 3
Atlantic and St. Law. 100	39,494,900	M. & S.	Sept. '73 2	Lowell and Lawrence 100	200,000	A. & O.	Oct. '74 3	Winchester & Strasburg* 100	500,000	J. & J.	July '74 34
..... new 1870. 100	1,500,000	J. & J.	Sept. '73 2	Lykens Valley 20	600,000	F.M.A.N.	July '73 24	Worcester and Nashua. 75	1,400,555	J. & J.	July '74 45
Avon, Genesee & Mt. M.* 100	194,250	A. & O.	Oct. '72 14	Macon and Western 100	2,500,000	J. & J.	July '73 5				
Baltimore and Ohio 100	13,151,982	M. & N.	Nov. '74 5	Maine Central 100	3,400,500	J. & J.	Nov. '74 5				
Washington Br. 100	1,650,000	A. & O.	Oct. '74 5	Manchester and Law. 100	1,000,000	M. & N.	Nov. '74 5				
Parkersburg Br. pref. 50	5,680,685	J. & J.	Oct. '74 0	Marietta & Cincinnati. 50	1,372,891	J. & J.	Sept. '66 3a				
Berkshire 100	800,000	J. & J.	Oct. '74 0	..... 1st pref. 50	8,130,719	M. & S.	Sept. '66 3a				
Blossburg & Corning* 50	250,000	J. & D.	Dec. '72 24	..... 2d pref. 50	4,460,368	M. & S.	Sept. '66 3a				
Boston and Albany 100	18,661,100	M. & N.	Nov. '74 5	Massachusetts 100	400,000	F. & A.	Feb. '74 3				
Bos., Clin. & Fitchb. pref. 100	633,200	J. & J.	Dec. '74 3	Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3				
..... Agricultural Br. guar. 100	60,000	J. & D.	Dec. '74 3	Michigan Central 100	18,733,204	J. & J.	Jan. '73 4a				
Bost., Conn. & Mont.* pref. 100	800,000	M. & N.	Nov. '74 3	Mill Creek & Minehill* 50	323,375	J. & J.	July '74 5				
Boston and Lowell 500	2,852,900	J. & J.	July '74 34	Millwaukee and St. Paul. 100	15,399,261	J. & J.	Dec. '70 7a				
Boston and Maine 100	6,816,807	M. & N.	Nov. '74 4	..... pref. 100	12,274,483	F. & A.	Aug. '74 34b				
Boston and Providence. 100	4,003,000	M. & N.	Nov. '74 5	M. Hill & Schuyler Hav.* 50	3,856,450	J. & J.	July '74 34				
Buffalo, N. Y. and Erie* 100	960,000	F. & A.	Sept. '74 34	Morris and Essex 100	14,008,100	J. & J.	July '74 34				
Burlington and Mo. Riv. 100	5,636,000	M. & S.	Sept. '74 5	Nashua and Lowell 100	800,000	M. & N.	Nov. '74 4				
..... pref. 100	1,455,900	M. & S.	Sept. '74 5	Naugatuck 100	1,881,900	F. & A.	Aug. '74 54				
Camden and Amboy* 50	5,847,800	J. & J.	Oct. '74 24	Nesquehoning Valley* 50	1,000,000	M. & S.	Sept. '74 5				
Camden and Atlantic 50	451,701	J. & J.	Oct. '74 34	Newark and N. York* 100	977,400	J. & J.	Jan. '74 34				
..... pref. 50	763,549	J. & J.	Oct. '74 34	N. Bedford 100	1,678,500	M. & N.	Nov. '74 4				
Cape Cod 50	1,020,330	J. & J.	Jan. '72 24	N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Apr. '74 24				
Cape May and Millville* 50	447,000	J. & D.	Dec. '72 24	N. Haven & Northamp. 100	605,000	J. & J.	Sept. '73 3				
Catawissa 50	425,900	Novemb.	Nov. '71 6	New Jersey* 100	7,295,200	J. & J.	Oct. '74 2				
..... pref. 50	1,159,500	J. & J.	Nov. '74 24	New London Northern* 100	1,418,800	J. & J.	Oct. '74 2				
Cayuga and Susq.* 50	589,116	J. & J.	July '74 5	N. Y. Cen. & Hudson R. 100	49,423,330	J. & J.	Jan. '75 2				
Cedar Rapids & Mo. R.* 50	6,850,400	M. & N.	Nov. '74 1	New York and Harlem. 100	8,500,000	J. & J.	Jan. '75 4				
..... pref. 100	769,600	F. & A.	Aug. '74 34	..... pref. 100	1,500,000	J. & J.	Jan. '75 4				
Central of Georgia 100	4,666,800	J. & J.	July '73 5	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	July '74 6				
Central of New Jersey. 100	20,000,000	J. & J.	Oct. '74 24	N. Y., Provid. & Boston. 100	2,000,000	J. & J.	Oct. '74 24				
Central Ohio 50	2,425,000	J. & D.	Dec. '74 3	Niag. Bridge & Canard* 100	1,000,000	J. & J.	July '74 3				
..... pref. 50	400,000	J. & D.	Dec. '74 3	North Carolina* 100	4,000,000	irregular.	Jan. '73 3				
Central Pacific 100	54,275,500	Aug. '74 54	Aug. '74 54	N. Eastern (N. C.) pref. 100	111,000	M. & N.	May '67 4				
Chemung 100	380,000	J. & J.	Oct. '73 14	North Pennsylvania 50	3,473,500	January.	Jan. '74 54				
Cheshire, preferred 100	2,100,000	J. & J.	July '74 2	Northern Central 50	4,842,000	M. & N.	July '74 34				
Chicago and Alton 100	8,929,900	M. & S.	Sept. '74 5	N. riern N. Hampsh. 100	3,068,400	J. & D.	Dec. '74 34				
..... pref. 100	2,425,400	M. & S.	Sept. '74 5	Northern New Jersey* 100	1,000,000	J. & J.	July '74 4				
Chicago, Burl. & Quincy. 100	19,897,000	M. & S.	Sept. '74 5	Norwich & Worcester* 100	2,823,400	J. & J.	July '74 5				
Chicago, Iowa & Nebraska* 100	3,916,300	J. & J.	July '74 4	Ogdensb. & L. Champ* 100	3,077,800	J. & J.	July '74 3				
Chicago & N. Western 100	14,963,000	J. & D.	Dec. '72 3	..... pref. 100	2,000,000	A. & O.	Oct. '74 4				
..... pref. 100	21,484,113	J. & J.	July '73 34	Ohio and Mississippi 100	20,000,000	J. & J.	Dec. '72 34a				
Chicago, R. I. & Pacific 100	19,000,000	A. & O.	Oct. '74 4	Oil Cr. & Allegheny R. 50	4,259,450	J. & J.	Jan. '74 3				
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '73 4	Old Colony & Newport. 100	6,297,900	J. & J.	July '74 34				
Cin., Sand. & Clev.* 50	2,980,550	J. & J.	Apr. '72 10a	Owego and Syracuse* 100	482,400	F. & A.	Feb. '74 4				
..... pref. 50	429,040	M. & N.	Nov. '74 2	Pacific of Missouri 100	3,835,750	J. & J.	Oct. '74 14				
Clev., Col., Cin. & Ind. 100	14,991,275	F. & A.	Aug. '74 4	Panama 100	7,000,000	J. & J.	Oct. '74 2				
Cleveland & Mahoning* 50	2,057,590	M. & N.	May '74 3	Paterson and Hudson* 100	630,000	J. & J.	July '74 4				
Cleveland & Pittsburgh* 50	11,236,150	F.M.A.N.	Nov. '74 1	Paterson and Newark* 100	500,000	J. & J.	Jan. '74 4				
Col., Chic. & Ind. Cen. 100	13,000,000	J. & J.	June '74 2	Paterson and Ramap. 100	243,000	J. & J.	Jan. '74 4				
Columbus and Xenia* 50	1,788,800	M.J.S.D.	June '74 2	Pember & Hightstown* 50	342,150	J. & J.	Jan. '74 3				
Colum. & Hocking Val. 100	2,500,000	F. & A.	Feb. '74 5	Pennsylvania 68,114,475	M. & N.	Nov. '74 5	Feb. '74 4				
Concord 50	1,500,000	M. & N.	Nov. '74 5	Peoria & Bureau Val.* 100	1,200,000	F. & A.	Feb. '74 4				
Concord and Ports* 100	350,000	J. & J.	July '74 34	Philadelphia and Erie* 50	6,004,300	J. & J.	July '74 4				
Conn. & Passaic Riv. I. 0	2,100,000	F. & A.	Aug. '74 3	..... pref. 50	2,400,000	J. & J.	July '74 4				
Connecticut River 100	1,950,000	J. & J.	July '74 5	Phil. Ger. & Norristown* 50	1,626,250	M.J.S.D.	Sept. '74 3				
Cumberland Valley 50	1,494,250	A. & O.	Apr. '74 4	Philadelphia & Reading 100	32,684,375	J. & J.	Oct. '74 24				
Danbury and Acrawls 50	600,000	J. & J.	Dec. '74 14	..... pref. 50	1,551,800	J. & J.	Oct. '74 24				
Delaware* 50	1,230,941	J. & J.	July '74 3	Phila. and Trenton* 100	1,259,100	J. & J.	July '74 4				
Del., Lackaw. & Westn. 100	23,500,000	J. & J.	Oct. '74 24	Phila., Ft. W. & Balt. 100	11,485,750	J. & J.	July '74 4				
Detroit & Milwaukee* 50	822,140	J. & J.	Dec. '69 7	Pittab., Ft. W. & Chi.* 100	18,714,285	J. & J.	Oct. '74 14				
..... pref. 50	2,095,000	J. & J.	Dec. '69 7	..... Special Imp. 100	2,000,000	J. & J.	Oct. '74 14				
Dubuque & Sioux City* 100	5,000,000	A. & O.	Oct. '74 2	Pittsfield & N. Adams. 100	41,000	J. & J.	July '74 3				
East Pennsylvania* 50	1,308,200	J. & J.	July '74 3	Port and & Kennebec. 100	616,700	J. & J.	July '74 3				
East Mahanoy 100	892,950	J. & J.	July '74 3	Yarmouth certificates. 100	202,400	A. & O.	Apr. '72 8				
Eastern (Mass.) 100	4,282,600	J. & J.	July '73 3	Portl., Saco & Portsm. 100	1,500,000	J. & J.	Jan. '74 5				
Eastern (N. H.) 100	492,500	J. & J.	July '73 3	Providence & Worcester. 100	2,000,000	J. & J.	Jan. '74 5				
Elmira, Jef. & Canand* 50	600,000	F. & A.	Feb. '74 24	Raleigh and Gaston 100	1,500,000	J. & J.	July '71 0				
Elmira & Williamsport* 50	500,000	M. & N.	May '74 24	Rensselaer & Saratoga* 100	6,000,000	J. & J.	July '74 4				
..... pref. 50	500,000	J. & J.	July '74 34	Roch. & Genesee Val.* 110	557,500	J. & J.	July '74 4				
Erie Railway 100	78,000,000	J. & J.	Oct. '73 1	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '74 34				
..... pref. 100	8,539,910	J. & J.	Oct. '73 1	Rutland* 100	2,700,000	J. & J.	July '74 34				
Erie and Pittsburgh* 50	1,090,250	M.J.S.D.	Mar. '74 14	..... preferred 100	4,300,000	F. & A.	Aug. '74 34a				
Fitchburg 100	4,000,000	J. & J.	July '74 4	St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2				
Georgia 100	4,156,000	J. & J.	Apr. '74 4	St. L., Alt. & T. Haute. 100	2,300,000	J. & J.	July '74 3				
Grand River Val.* guar. 100	1,000,000	J. & J.	Apr. '74 4	..... pref. 100	2,040,000	July.	July '74 3				
Grand Trunk, (Ca.) 100	14,367,946	J. & J.	Apr. '74 4	St. Louis and Iron Mt. 100	10,000,000	F. & A.	Feb. '74 3				
Great Western, (Ca.) 100	19,237,404	A. & O.	Apr. '74 14	St. L., Kan. C. & North. 100	12,000,000	J. & J.	Nov. '72 42				
Hannibal & St. Joseph. 100	4,151,700	F. & A.	Aug. '70 34	..... pref. 100	12,000,000	Nov. '72 42	Nov. '72 42				
..... pref. 100	6,075,224	Annual.	Aug. '70 34	Saratoga and Schenec* 100	300,000	A. & O.	Apr. '74 34				
Hanover Branch, (ra.) 50	116,850	M. & N.	May '74 5	Schuykill Valley* 50	576,050	J. & J.	July '74 24				
Harlem Extension 100	4,000,000	J. & J.	July '74 3	Seaboard and Roanoke. 100	1,151,400	M. & N.	Nov. '70				
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '71 34	Shamokin V. & Pottav.* 50	869,450	F. & A.	Feb. '74 3				
Houston, pref. 100	1,180,000	J. & J.	July '74 4	Shore Line* 100	995,800	J. & J.	July '74 34				
Huntingdon & Bd Top. 50	880,000	J. & J.	July '74 4	South Branch (N. J.)* 100	438,300	J. & J.	Jan. '72 3				
..... pref. 50	450,750	J. & J.	July '68 34	South Carolina 100	5,819,275	F. & A.	Feb. '72 1				
Illinois Central 100	25,280,510	F. & A.	Aug. '74 4	South Western, (Ga.)* 100	8,939,900	F. & A.	Feb. '73 4				
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S.	Sept. '74 4	Staten Island 100	600,000	J. & J.	July '67 4				
Iowa Falls & Sioux City* 100	4,025,000	J. & J.	July '74 2	Stockbridge and Pitta* 100	448,700	J. & J.	July '74 34				
Jefferson, Mad. & Ind. 100	2,000,000	J. & J.	Jan. '66 5	Stony Brook* 50	287,300	M. & N.	May '72 3				
Joliet and Chicago* 100	1,500,000	J. & J.	July '74 14	Summit Branch* 50	2,502,250	F. & A.	Feb. '74 3				
Joliet & North Indiana. 100	300,000	J. & J.	July '74 4	Sussex (N. J.) 100	317,870	J. & J.	Dec. '73 2				

NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.
National Securities, Dec. 1, 1874.											
Loan of June 14, 1868.....registered	\$260,000	5	Jan. & July.	1874	....	Maine—(\$7,138,400):					
Loan of February 8, 1861.....registered	13,783,000	6	Jan. & July.	1880	116	.. Civil Loan Bonds, 1866-'61.....	222,000	6	Various.	'74-'78	....
.. .. coupon	4,632,000	6	"	1880	119	.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	Various.	'80-'89	102
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	116	.. War (Municipal Equalization).....	3,083,900	6	April & Oct.	1889	....
Loan of July 17, and Aug. 5, 1861...registered	125,829,150	6	Jan. & July.	1881	116	Maryland—(\$10,741,215):					
.. .. coupon	63,492,200	6	"	1881	119	.. Bonds to R. R. and Canals.....	5,709,639	5	J. A. J. & O.	1890	80
Loan of Feb. 25, 1862 (5-20s).....registered	7,818,950	6	May & Nov.	1882	112	.. Bonds to R. R. and Canals.....	828,222	6	"	"	1890 102
.. .. coupon	113,487,400	6	Jan. & July.	1882	112	.. Bonds to Balt. & Susq. R. R.....	269,000	3	"	"	1890
Loan of March 3, 1863.....registered	53,043,300	6	Jan. & July.	1881	116	.. Defense and Bounty Bonds.....	3,072,083	6	Jan. & July.	1883	108
.. .. coupon	21,356,700	6	Jan. & July.	1881	119	.. State Loans, 1870 and 1872.....	799,056	6	"	"	'85-'87
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	110	Massachusetts—(\$23,477,804):					
Loan of June 30, 1864 (5-20s).....registered	26,037,750	6	"	1884	110	.. State (public works) scrip.....	750,000	5	Various.	'74-'80	....
.. .. coupon	33,098,450	6	"	1884	114	.. Union Fund Loan, 1861.....	2,753,000	6	Jan. & July.	'74-'76	109
Loan of March 8, 1865 (5-20s).....registered	33,758,300	6	May & Nov.	1885	116	.. Union Fund Loan, 1862.....	600,000	5	"	"	'77-'78
.. .. coupon	118,776,050	6	Jan. & July.	1885	116	.. Coast Defense Loan, 1863.....	888,000	5	"	"	1883
.. .. 2d series (5-20s).....registered	57,120,000	6	Jan. & July.	1885	114	.. Bounty Loan Bonds, 1863 and 1864....	8,578,244	5	May & Nov.	'83-'94	101
.. .. 3d series (5-20s).....registered	88,051,900	6	Jan. & July.	1887	115	.. War Loan (currency).....	999,944	5	Mar. & Sept.	1888	102
.. .. 4th series (5-20s).....registered	22,570,850	6	Jan. & July.	1887	119	.. Railroad and Tunnel Bonds.....	10,305,532	5	April & Oct.	'83-'93	....
Loan of March 3, 1864, (10-40s).....registered	141,292,150	5	Mar. & Sept.	1904	113	.. Norwich and Worcester R. R. Bonds...	400,000	6	Jan. & July.	1877	....
.. .. coupon	53,305,150	5	"	1904	114	.. B. H. & Erie R. R. Bonds.....	3,699,024	5	"	"	1900
Consols of July 14, '70 and Jan. 20, '71, registered	193,017,700	5	F. M. A. & N.	1881	112	Minnesota—(\$250,000):					
.. .. coupon	164,682,200	4	F. M. A. & N.	1886	....	.. State Buildings Loan 1867 and 1869....	250,000	7	Jan. & July.	'77-'79	....
Consols registered	.....	4	F. M. A. & N.	1886	....	Missouri—(\$18,747,000):					
Consols registered	.....	4	F. M. A. & N.	1901	....	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	98
Debt matured and without interest.....(var.)	18,446,036	3	.....	Due.	....	.. State (funding) Bonds, 1867-'68.....	2,727,000	6	"	"	'87-'88
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....	.. Railroad Loan Bonds, 1854-'66.....	12,301,000	6	"	"	'74-'86
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....	.. Railroad Bonds, guaranteed 1856-'66....	1,589,000	7	"	"	'76-'91 100
Pacific R. R. Bonds.....(currency)	64,623,512	nd.	.....	.....	....	.. State Institutions Loans.....	1,301,000	6	"	var.	93
United States Notes.....	382,075,267	nd.	.....	.....	....	New Hampshire—(\$3,914,165):					
Fractional Currency.....	47,385,698	nd.	.....	.....	....	.. War Loan Bonds, of 1861.....	614,000	6	Jan. & July.	'69-'78	....
State Securities, latest dates.											
Alabama—(\$11,258,835):											
.. Bonds (old and extended, 1866 and '72..	3,230,800	5	May & Nov.	'83-'92 36		.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	'84-'89	101
.. Bonds (new), 1866, '68 '72 and '73.....	2,477,700	8	Jan. & July.	'86-'93 50		.. War Loan Bonds, of 1866.....	494,500	6	April & Oct.	'73-'74	....
.. State Bonds for Railroads.....	2,300,200	8	"	'90-'91		New Jersey—(\$2,696,300):					
.. Railroad endorsements.....	16,386,000	8	"	'90-'91		.. War Loan Bonds, 1861-'64, tax free....	2,630,000	6	Jan. & July.	'74-'02	105
Arkansas—(\$10,885,000):											
.. Funded Bonds, (\$4,400,000) 1869 and 70..	2,850,000	6	Jan. & July.	'99-'00 20		New York—(\$36,530,400):					
.. Levee Bonds, 1871.....	2,200,000	7	"	1891		.. State Stock of 1827 and 1832.....	561,500	5	J. A. J. & O.	pleas.	....
.. Deficiency Bonds, 1872.....	300,000	7	"	1892		.. State (Deficiency) Stock of 1838.....	900,000	5	"	"	1875 110
.. Railroad Aid Bonds 1869 to '73.....	5,350,000	7	April & Oct.	'99-'00 7		.. State (Deficiency) Stock of 1838.....	800,000	6	"	"	1878
California—(\$3,796,500):											
.. Civil Bonds 1867 and '68.....	1,699,000	7	Jan. & July.	'77-'80 114		.. State (Deficiency) Stock of 1838.....	348,107	5	"	"	pleas.
.. Relief Fund Bonds, 1863.....	110,000	7	"	'83-'85		.. State (Deficiency) Stock of 1838.....	1,159,781	6	"	"	pleas.
.. State Capitol Bonds, 1871 and '7.....	500,000	7	"	'91-'92		.. Canal Stock.....	1,105,420	5	"	"	1874
.. Funded Debt of 1873.....	1,497,500	6	"	1893		.. Canal Stock.....	111,200	4	"	"	'72-'73
Connecticut—(\$5,095,900):											
.. War Loan, (10-30 yrs) of July 1, 1861...	532,800	6	Jan. & July.	1881 103		.. Canal Stock.....	10,135,290	6	"	"	'74-'77
.. War Loan, (20 yrs) of Jan. 1863 and '64..	2,232,500	6	"	'83-'84		.. Bounty Loan registered.....	19,861,000	7	Jan. & July.	1877 108	
.. War Loan, (10-30 yrs) of Oct. 1, 1864....	589,500	6	April & Oct.	1894		.. Bounty Loan coupon.....	1,200,000	7	"	"	1877 108
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	"	1885		North Carolina—(\$29,547,045):					
Delaware—(\$1,231,000):											
.. State War Debt.....	879,000	6	Jan. & July.	1885		.. Old or Ante-War Debt.....	4,738,800	6	Jan. & July.	'72-'92	28
.. Railroad Aid (J. and Breakwater R. R.)...	352,000	6	"	1885		.. Old or Ante-War Debt.....	3,639,400	6	April & Oct.	'72-'92	30
District of Columbia—(\$4,790,000):											
.. Improvement (gold) bonds.....	4,000,000	6	Jan. & July.	1902		.. Bonds issued since the war.....	3,009,045	6	Jan. & July.	'92-'98	21
.. Improvement (cur.) bonds.....	790,000	7	"	1902		.. Bonds issued since the war.....	1,859,000	6	April & Oct.	'92-'98	12
Florida—(\$6,645,763):											
.. Bonds of 1871, and 1873.....	957,000	7	Jan. & July.	var.		.. Bonds issued for funding.....	2,417,400	6	Jan. & July.	'78-'90	....
.. Railroad Loan (gold) of 1870.....	4,000,000	8	"	1890		.. Bonds issued for funding.....	1,721,400	6	April & Oct.	'93-'99	7
.. Consolidated (gold) Bonds of 1873.....	1,000,000	6	"	1903		.. Special Tax Bonds.....	11,497,000	6	"	"	'98-'99 7
Georgia—(\$14,871,084):											
.. Bonds for Western & Atlantic R. R.....	784,700	6	May & Nov.	1874 80		Ohio—(\$8,211,062):					
.. Bonds for Western & Atlantic R. R.....	172,500	7	"	1874		.. Loan of 1860, sinking fund.....	147,180	6	Jan. & July.	1870	....
.. Bonds for Atlantic and Gulf R. R.....	800,000	6	Feb. & Aug.	'78-'86		.. Loan of 1860, sinking fund.....	1,585,900	6	"	"	1875
.. Bonds of March 12, 1866.....	3,900,00	7	Jan. & July.	1886 91		.. Loan of 1860, sinking fund.....	4,074,817	6	"	"	1881 106
.. Bonds (gold) of Sept. 1870.....	2,098,000	7	April & Oct.	1890 72		.. Loan of 1866, sinking fund.....	2,400,000	6	"	"	1886 106
.. Bonds of Feb. 19, 1873.....	1,200,000	8	"	'76-'86		Oregon—(\$290,477):					
.. Railroad endorsements.....	7,923,000	var	Various.	var. 83		.. Bounty and Relief Bonds.....	90,477	7	Jan. & July.	'74-'84	....
Illinois—(\$2,060,150):											
.. New Internal Improvement Bonds, 1847	992,445	6	Jan. & July.	1878		.. Willamette Canal Bonds.....	200,000	7	"	"	1890
.. Refunded Stock Bonds, 1859.....	320,000	6	"	'77-'78		Pennsylvania—(\$24,999,785):					
.. War Loan Bonds, 1861.....	307,000	6	"	1880		.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	....
.. Chicago Relief Bonds 1871.....	250,000	6	"	1881		.. Loan of April 1852, reg. and coup.....	483,000	6	Jan. & July.	1882 103	....
Indiana—(\$4,898,815):											
.. War Loan Bonds, of 1863.....	139,000	6	May & Nov.	1866		.. Loan of May 1852, reg. and coup.....	2,637,500	5	Feb. & Aug.	1877	....
.. Temporary Loan Bonds, 1873.....	710,000	7	Jan. & July.	'75-'76		.. Loan of April 1853, coupon.....	235,000	5	"	"	1878
Iowa—(\$543,056):											
.. War and Defense Fund Bonds, 1861....	300,000	7	Jan. & July.	.....		.. Loan of April 1861, registered.....	35,000	6	"	"	1878
Kansas—(\$1,336,675):											
.. State Bonds (various) 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84		.. Loan of Feb. 1867, reg. and coup.....	907,200	6	"	"	'74-'82
.. State Bonds (various) 1861 to 1869....	1,235,500	7	"	'76-'89		.. Loan of Feb. 1867, reg. and coup.....	18,798,950	6	"	"	'74-'82
Louisiana—(\$22,308,800):											
.. State Bonds, to R. R. Companies.....	2,436,000	6	Various.	'70-'06 28		.. Chambersburg certificates, registered...	83,032	6	June & Dec.	1876	....
.. Relief (Treasury) Bonds 1853.....	5,750,000	8	May & Nov.	'86-'07		.. Loans of April 1872.....	500,000	6	April & Oct.	1876	....
.. Levee Bonds 1865.....	1,000,000	8	Various.	1886		Rhode Island—(\$2,638,500):					
.. Levee Bonds, 1867.....	4,000,000	6	May & Nov.	1907		.. War Bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	....
.. Past due coupons 1865.....	978,800	6	Jan. & July.	'86-'97		.. .. of 1863.....	205,000	6	April & Oct.	1883	....
.. Levee Bonds, 1870.....	2,980,000	8	Mar. & Sept.	1875		.. .. of 1863.....	668,000	6	Jan. & July.	1893	....
.. Funded Floating Debt 1870.....	2,950,000	6	May & Nov.	1910		.. .. of 1864.....	745,900	6	Feb. & Aug.	1894	....
.. State Penitentiary Bonds, 1869.....	600,000	7	Mar. & Sept.	1899		South Carolina—(\$20,650,235):					
.. Bonds for Railroad stocks (var.).....	2,436,000	6	Various.	'67-'11		.. State House, Stock and Bonds '66-'63...	953,488	6	Jan. & July.	pleas.	21
.. Bonds for Railroads (var.).....	5,202,000	8	Various.	'90-'10		.. Fire Loan Stock of 1838.....	205,344	6	J. A. J. & O.	1870	....
.. Miss. & Mex. Gulf Ship Canal Bonds...	480,000	7.3	Mar. & Sept.	1889		.. Funding Stocks 1866 and 1869.....	143,114	6	Jan. & July.	'77-'90	....
Michigan—(\$1,622,134):											
.. Sault Ste Marie Canal Bonds.....	61,000	6	Jan. & July.	1879 102		.. Fire Loan Bonds of 1838.....	481,944	5	"	"	1868
.. Renewal Loan Bonds, 1865.....	105,000	6	"	1878 103		.. New State House Bonds 1863-'66.....	298,000	6	"	"	'71-'86
.. Two Million Loan, 1863.....	1,032,000	6	"	'73-'83		.. Blue Ridge R. R. Bonds 1854.....	966,000	6	"	"	'74-'78
.. War Bounty Bonds, 1865.....	366,000	7	May & Nov.	1890		.. Funding Bonds, 1868.....	930,000	6	"	"	'87-'97
Minnesota—(\$250,000):											
.. State Buildings Loan 1867 and 1869....	250,000	7	Jan. & July.	'77-'79		.. .. 1869.....	1,681,000	6	April & Oct.	1888	....
Missouri—(\$18,747,000):											
.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	98	.. .. 1869.....	1,189,400	6	Jan. & July.	1888	23
.. State (funding) Bonds, 1867-'68.....	2,727,000	6	"	"	'87-'88	.. .. 1869.....	2,030,000	7	"	"	1888
.. Railroad Loan Bonds, 1854-'66.....	12,301,000	6	"	"	'74-'86	.. Conversion Bonds 1869.....	7,666,500	6	"	"	1888
.. Railroad Bonds, guaranteed 1856-'66....	1,589,000	7	"	"	'76-'91 100	.. .. 1870.....	345,000	6	April & Oct.	1889	....
.. State Institutions Loans.....	1,301,000	6	"	var.	93	.. Railroad Aid Bonds.....	4,797,908	6	Various.	'69-'89	....
New Hampshire—(\$3,914,165):											
.. War Loan Bonds, of 1861.....	614,000	6	Jan. & July.	'69-'78	....	Tennessee—(\$20,966,382):					
.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	'84-'89	101	.. Railroad, &c., Bonds.....	15,767,922	6	Jan. & July.	'92-'00	75
.. War Loan Bonds, of 1866.....	494,500	6	April & Oct.	'73-'74	....	.. State Bonds (direct).....	4,819,544	6	April & Oct.	'69-'99	....
New Jersey—(\$2,696,300):											
.. War Loan Bonds, 1861-'64, tax free....	2,630,000	6	Jan. & July.	'74-'02	105	.. State Endorsements.....	2,197,000	6	Jan. & July.	1900	....
New York—(\$36,530,400):											
.. State Stock of 1827 and 1832.....	561,500	5	J. A.								

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$49,000	7	Jan. & July.	New York.	1886	....	1st Mort, guar. by State (gold)..	4,000,000	7	Jan. & July.	Charleston.	1895	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	Albany loans (Alb. & W. Stkbg.)	106,000	6	Jan. & July.	Boston.	1876	....
2d Mortgage.....	2,673,000	8	"	"	1889	....	Dollar Bonds (Western R. R.)	666,000	6	April & Oct.	"	1875	96
Receiver's Bonds for \$1,200,000.	450,000	7	"	"	....	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	"	1892	106
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	10,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Alabama Central:							1st Mortgage (Equalization)....	248,000	7	"	"	1889	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation)...	163,000	7	"	"	1890	....
Albany and Susquehanna:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881	91
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	108	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	102	Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	....
3d Mortgage.....	434,000	7	May & Nov.	"	1881	106	1st Mortgage (22 1/2 m.) convertible	150,000	6	"	"	1875	....
Albany Loan.....	933,000	6	"	"	1895	....	1st Mortgage (22 1/2 m.)	200,000	6	"	New York.	1875	....
Alexandria and Fredericksburg:							Consol. Mortgage for \$2,000,000.	956,400	7	Apr. and Oct.	Boston.	1893	102
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1892	....	Boston, Hartford and Erie:						
Allegheny Valley:							1st Mortgage (old).....	600,000	7	Mar. and Sept.	Boston.	1894	....
General Mortgage.....	3,889,000	7.3	Jan. & July.	New York.	1896	91	1st Mortgage (Berrell).....	15,000,000	7	Jan. and July.	New York.	1900	23
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	....	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	40
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	83	Mass. L. (sec'd by \$4,000,000 Ber.)	3,000,000	7	"	Boston.	1899	....
American Central:							Boston and Lowell:						
1st Mort., guar. by C., B. & Q.	736,006	8	Jan. & July.	New York.	1878	....	1st Mortgage.....	200,000	6	Apr. and Oct.	Boston.	1879	....
Androscoggin:							Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	104
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Maine:						
Arkansas Central (narrow gauge):							Bonds of 1893 (coup. and reg.)..	2,000,000	7	May and Nov.	Boston.	1893	105
1st Mortgage (\$12,000 p. m.)....	620,000	8	Jan. & July.	Lond. or Am.	1891	....	Boston and Providence:						
2d Mortgage for \$1,200,000....	700,000	7	April & Oct.	New York.	1893	....	Bonds to purchase P., W. & B. R. R.	500,000	7	May and Nov.	Boston.	1891	....
Ashabula, Youngstown & Pitts.:							Brunswick and Albany:						
1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1901	....	1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6	Apr. and Oct.	New York.	1908	....
Atchison and Nebraska:							2d Mort. sinking fund gold.....	2,350,000	7	"	"	1893	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Bradford and Pittsburg:						
Atchison, Topeka and Santa Fe:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage (gold).....	7,042,500	7	Jan. & July.	New York.	1899	61	Buffalo, Corry and Pittsburg:						
Land Grant Mortgage (gold)....	3,521,000	7	April & Oct.	Boston.	1900	64	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):	\$	7					Chicago and Milwaukee Railway:	\$	7				
1st Mortgage, 1st Div. \$10,000 p.m.	700,000	7	Feb. & Aug.	New York.	1891	....	1st Mort., guar. by C. and N.W.	1,642,000	7	Jan. & July.	New York.	1898	93 1/2
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	" "	" "	1894	....	Chicago and Mich. Lake Shore:						
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	....	1st Mortgage	500,000	8	March & Sept.	New York.	1889	....
Central Branch Union Pacific:							1st Mortgage	2,500,000	8	Jan. & July.	Boston.	1890	....
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....	1st Mortgage	1,350,000	8	May & Nov.	"	1891	....
2d Mortgage Govern'm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....	1st Mortgage (on Branch)	1,325,000	8	March & Sept.	"	1892	....
Central of Georgia:							Chicago, Milwaukee and St. Paul:						
1st Mortgage	993,000	7	March & Sept.	New York.	1875	....	1st Mort. (Mil. and St. Paul R'y)	5,527,000	7	Jan. & July.	New York.	1893	....
General Mort. for \$5,000,000	1,672,000	7	Jan. & July.	N.Y. & Savan.	1893	....	2d Mort. (")	1,191,000	7	April & Oct.	"	1884	....
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	....	....
Central of Iowa:							1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	"	1874	....
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1890	....	1st Mort. (Iowa and Minn. Div.)	3,510,000	7	Jan. & July.	"	1897	77
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	" "	1901	....	1st Mort. (Minnesota Central.)	190,000	7	" "	"	1870	....
Central of New Jersey:							1st Mort. (St. Paul Division.)	4,050,000	7 1/2	" "	"	1902	86
Convertible bonds of 1872	3,612,700	7	May & Nov.	New York.	1902	103 1/2	1st Mort. (Iowa and Dak. Div.)	1,008,000	7	" "	"	1870	72 1/2
1st Mort. (New) for \$5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	110	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	108
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....	2d Mort. (")	1,315,000	7 1/2	" "	"	1893	93
Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. J. & O	Philadelphia.	1897	....	1st Mort. (Illa. and Iowa Div.)	37,000	7	Jan. & July.	"	....	....
Consol. Mort. for \$25,000,000	5,000,000	7	" "	New York.	1899	....	1st Mort. (Hast. and Dak. Div.)	1,250,000	7	" "	"	72	....
Central Ohio (B. and O.):							Income bonds (Mil. and St. Paul)	20,000	7	April & Oct.	"	....	....
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	94	Milwaukee City Loan	230,500	7	March & Sept.	"	1873	....
Central Pacific of California:							1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	"	1891	....
1st Mort., 30 years bonds, (gold)	25,883,000	6*	Jan. & July.	New York.	1895-99	90 1/2	Real Estate Purchase	148,500	7	" "	"	....	....
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	....	Equipment and Bridge Bonds	245,000	10	June & Dec.	"	1883	....
State Aid B'ds. Int. by State) gold	1,500,000	7*	" "	Sacramento.	1884	101	Consol. Mort. for \$35,000,000	....	7	Jan. & July.	"	1904	....
2d Mort. (Govern'm't Subsidy)	27,855,680	6	" "	U.S. Treasury.	95-99	87 1/2	Chicago and Northwestern:						
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	89	87 1/2	Preferred sinking fund (193 m.)	1,242,700	7	Feb. & Aug.	New York.	1885	102
1st Mort. (Calif. & Oregon) gold	7,006,000	6*	" "	" "	82	....	General 1st Mortgage (193 m.)	3,588,000	7	" "	"	1885	99
1st Mort. (S. Fr. Okld & Ala.)	500,000	8*	" "	San Francisco	890	....	Funded coupons (193 m.)	743,300	7	May & Nov.	"	1883	97 1/2
1st Mort. (San Joaquin V.D.) gold	6,950,000	6*	April & Oct.	New York.	1900	....	Appleton Ext. (23 m. & 76,000 ac.)	147,000	7	Feb. & Aug.	"	1885	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....	Green Bay Ext. (26 m. & 76,000 a.)	282,000	7	" "	"	1885	....
Central Vermont:							1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	" "	"	1882	104
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	15 1/2	2d Mort. (Gal. & Chi. U.) 248 m.	854,000	7	May & Nov.	"	1875	101
2d Mort., Consol. (")	1,500,000	7	June & Dec.	" "	1891	....	Elgin and State Line	128,000	6	Jan. & July.	"	1878	....
1st Mort. (Stan., Sheff. and Ch.)	444,107	7	Jan. & July.	" "	1887	62	Mississippi River Bridge	190,000	7	" "	"	1884	....
Income and Extension Bonds	1,008,600	8	May & Nov.	" "	1902	....	1st Mortgage (Peninsula)	331,000	7	March & Sept.	"	1898	....
Equipment Mort. (Vt. Central)	1,000,000	8	" "	" "	1889	56	Consol. skz fund (C. & N.W. R'y)	3,380,000	7	F. M. A. & N.	"	1915	89 1/2
Equipment Mort. (")	1,000,000	8	" "	" "	1889	....	General Consol. Gold Bonds	8,995,000	7*	June & Dec.	"	1902	81 1/2
Bonds, guar. (Vt. and Canada)	1,000,000	8	" "	" "	1891	62 1/2	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	"	1911	....
Missisquoi R.R. (")	500,000	7	Jan. & July.	" "	1891	39	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	"	1911	....
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	" "	1904	....	2d Mort. (Mil. & Chi. R.R.) guar.	97,500	7	" "	"	1898	....
Charleston and Savannah:							1st Mort. (Chic. & Mil. R.W.) guar.	1,642,000	7	Jan. & July.	"	1898	93 1/2
1st Mortgage guar. by State	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	"	1888	....
Funded Interest on 1st Mort.	157,400	7	" "	" "	1889	....	Chicago, Portage and Superior:						
Charlotte, Columbia & Augusta:							1st M., S.F. (Chi. & N. Pac. Air-L.)	25,000 p.m.	7*	June & Dec.	New York.	1902	....
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1895	....	Chicago, Omaha and St. Joseph:						
Charters:							1st Mortgage for \$8,000,000	....	8	April & Oct.	New York.	1901	....
1st Mort., guar. by Penna.	500,000	7	April & Oct.	Philadelphia.	1901	....	Chicago and Paducah (C. B. & Q.):						
Cheraw and Darlington:							1st Mortgage \$26,000 p. m. gold.	2,804,000	7*	Jan. & July.	Boston.	1903	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chi., Pekin & Southwn (C&Q):						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Cherry Valley, Sharon and Alb.:							Chicago, Rock Island and Pacific:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mortgage skz. fund.	9,000,000	7	Jan. & July.	New York.	1896	109
Chesapeake and Ohio:							Chi. & Southwestern (C. R. L. & Pac.):						
1st M. (gold) skz fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	51 1/2	1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mort. Extension (cou. or reg)	2,124,000	7*	Jan. & July.	" "	1902	....	1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	"	1901	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....	Chicago, Wisconsin & Canada:						
2d Mort. (") coupon	918,000	8	" "	" "	1884	....	1st Mort. gold, skz fd for \$410,000	....	7*	Jan. & July.	New York.	1902	....
Income (") coupon	300,000	8	" "	" "	1876	....	Chicago and Superior:						
Funded Interest, coupon	100,557	8	" "	" "	1877	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Cheshire:							1st Mortgage (gold) for \$5,000,000	....	7*	Jan. & July.	"	1902	....
Coupon bonds (no Mort.)	807,000	6	Jan. & July.	Boston.	1875-80	93 1/2	Chillicothe and Brunswick:						
Chester Creek (Phil. & Balt. Cent.):							1st Mort., guar. by St. L., K.C. & N.	600,000	8	Jan. & July.	New York.	1894	....
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, and Baltimore:						
Chester and Tamaqua:							1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	....
1st Mortgage	600,000	7*	May & Nov.	New York.	1901	....	Cincinnati, Hamilton and Dayton:						
Chicago and Alton:							1st Mortgage of 1863	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage, pref. sinking fund.	1,000,000	7	May & Nov.	New York.	1877	....	2d Mortgage of 1865	500,000	7	Jan. & July.	"	1885	....
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	111	3d Mortgage of 1867	400,000	8	June & Dec.	"	1877	....
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	100 1/2	Cincinnati, Ham. & Ind. (C. H. & D.):						
Consol. Bonds (\$200 stg. each)	1,149,950	6*	Jan. & July.	London.	1903	....	1st Mort., guar. for \$2,500,000	1,846,000	7	Jan. and July.	New York.	1903	....
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	97	Cincinnati, Lafayette and Chi.:						
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....	1st Mortgage	1,120,000	7*	March & Sept.	New York.	1901	....
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	" "	1900	83	Cincinnati and Martinsville:						
Chicago, Burlington and Quincy:							1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
Trust Mortgage skz fund	2,592,000	8	Jan. & July.	New York.	1883	112 1/2	Cincinnati & Muskingum Valley:						
Trust Mortgage, skz fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	Cincinnati, Richmond & Chicago:						
Loan of 1872	7,029,875	7	Jan. & July.	Boston.	1896	100	1st Mortgage guar. by C. H. & D.	500,000	7	Jan. and July.	New York.	1895	....
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....	2d Mortgage	65,000	7	" "	"	1889	....
1st Mort. (Car. and Burl.) guar.	600,000	8	May & Nov.	" "	1879	98 1/2	Cinc. Rich. & Ft. Wayne (G.R. & I.):						
1st Mort. (Dix. Peo. & Han.) guar.	800,000	8	Jan. & July.										

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Mt. Vernon and Delaware:							Detroit & Bay City (Mich. Cent.):						
1st Mortgage gold.....	1,300,000	7	Jan. & July.	New York.	1900	....	1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	....
2d Mortgage.....	1,000,000	7	"	"	1902	....	Detroit, Eel River and Illinois:						
Clev., Painesville & Ashtabula:							1st Mortgage for \$22,000 p.m.....	1,826,000	8	Jan. & July.	New York.	1901	....
Regist'd b'ds(ass'd by L.S.&M.S.)	1,000,000	7	Jan. & July.	New York.	1880	101	Detroit, Hillsdale and Indiana:						
3d Mortgage (")	1,000,000	7	April & Oct.	"	1892	....	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1890	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	"	1881	....
1st Mort., s.f.(ass'd by L.S.&M.S.)	1,595,000	7	Jan. & July.	New York.	1885	100	Detroit, Lansing and Lake Mich.:						
2d Mortgage (")	860,000	7	April & Oct.	"	1886	98	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1896	....
Colebrookdale:							2d Mortgage (on Branches).....	575,000	8	June & Dec.	"	1897	....
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....	2d Mortgage.....	1,359,000	8	Feb. & Aug.	"	1893	....
Colorado Central (3 ft. gauge):							1st Mort. (Ionia and Lansing)...	770,000	8	Jan. & July.	New York.	1889	....
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....	2d Mort. (")	81,000	8	May & Nov.	"	1880	....
Columbus, Chicago & Ind. Cent.:							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage Consol. skg fund.....	10,333,000	7	April & Oct.	New York.	1908	69 1/2	1st Mortgage, (D. & M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage skg fund.....	3,747,000	7	Feb. & Aug.	"	1909	28	2d Mortgage (")	1,000,000	8	"	"	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	'92-'95	68	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
2d Mort. (")	244,400	7	Jan. & July.	"	"	....	2d Funded Coup. (")	375,734	7	May & Nov.	"	1875	....
Income conv. (")	2,554,000	7	Feb. & Aug.	"	1890	....	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	"	"	1896	....	2d Mort. (")	100,000	8	Feb. & Aug.	"	1878	....
1st M., s.f. (")	39,650	7	May & Nov.	"	1904	....	3d Mort. (")	110,000	8	March & Sept.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1883	....	Bonds of Sept. 1, 1866.....	1,702,317	6-7	Jan. & July.	"	1886	....
2d Mort. (")	821,000	10	May & Nov.	"	1883	....	Bonds of June 20, 1866.....						
1st M. (Col. & Ind.) 1st&2d pref.	695,500	7	1-1-1 & July	"	1882	....	Detroit, Mon. & Tol. (L.S.H. & M.S.):						
2d Mortgage (Ind. Central).....	695,500	7	"	"	1884	....	1st Mortgage Aug. 1, 1859.....	924,000	7	Feb. & Aug.	New York.	1876	100
1st Mort. (Tol., Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	Dixon, Peoria and Hannibal:						
Income (")	74,024	7	"	"	1905	....	1st Mort., guar. by C., B. and Q.	800,000	8	Jan. & July.	New York.	1889	....
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905	....	1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	....
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							2d Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittab.:						
1st M. on Branch & 2d on main)	200,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold).....	1,200,000	7	June & Dec.	New York.	1900	....
General Mortgage.....	469,100	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	402,000	8	Jan. & July.	.....	1890	....
New Mortgage for \$1,500,000.....	697,500	7	April & Oct.	Boston.	1893	96	East Brandywine & Waynesboro':						
1st Mortgage sinking fund.....	296,500	6	June & Dec.	"	1876	....	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
Coupon Notes.....	634,000	7	"	"	'76-'91	97	East Pennsylvania (Ph. & Rdg.):						
1st Mort (Massachusetts) guar. gold	400,000	6	Jan. & July.	"	1889	96	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	102
Connecticut River:							East Tennessee, Virginia & Ga.:						
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	80 1/2
Connecticut Valley:							2d Mortgage.....	190,000	4	"	"	'82-'87	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
Connecticut Western:							Company Bonds (E.T. & Ga.)old	635,000	6	Jan. and July.	"	'80-'85	....
1st Mortgage tax free.....	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Company Bonds (" new)	135,400	6	"	"	'87-'86	....
Connecting (Philadelphia):							Eastern (Mass.):						
1st Mort. ABC&E \$200,000 each	931,000	6	March & Sept.	Philadelphia.	1.2.3.4.	90 1/2	1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
Cooperstown and Susq. Valley:							Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	Loan of 1867-'87.....	890,000	7	March & Sept.	"	1887	92 1/2
Owanesque Valley:							Loan of 1868-'88.....	1,000,000	6	March & Sept.	"	1888	....
1st Mortgage, gold.....	95,000	7	Jan. & July.	New York.	1902	....	Loan of 1869-'89.....	500,000	6	May & Nov.	"	1889	....
2d Mortgage.....	100,000	7	May & Nov.	"	1882	....	Loan of 1872-'82.....	1,558,000	7	various.	"	1882	90 1/2
Cumberl'd & Penn. (Consol. Coal):							Loan of 1873-'83.....	878,900	6	March & Sept.	"	1893	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	New Bonds.....	1,000,000	7	"	"	1892	....
2d Mortgage, sinking fund.....	618,000	6	May & Nov.	"	1888	....	Steeling Sink. Pd. Bonds.....	3,000,000	6	March & Sept.	London.	1893	....
Cumberland Valley:							Eastern Shore (Md.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage.....	109,500	8	"	"	1908	....	2d Mortgage.....	200,000	6	April & Oct.	"	1886	....
Plain bonds.....	81,800	6	"	"	1884	....	Elizabethtown and Paducah:						
Danbury and Norwalk:							1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	....	Elmira and Williamsport (N. Cen.):						
Mortgage Bonds of 1-70-'72.....	400,000	7	"	"	'90-'92	....	1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1890	99
Danv., Hazleton & Wilkesbarre:							Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	....
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....	Erie Railway:						
2d Mortgage.....	309,000	7	"	"	1885	....	1st Mortgage.....	2,485,000	7	May & Nov.	New York	1897	103
Danv., Urb., Bloom'gton & Pekin:							2d Mortgage convertible.....	2,174,000	7	March & Sept.	"	1879	....
1st Mortgage.....	2,000,000	7	April & Oct.	New York.	1909	....	3d Mortgage.....	4,582,000	7	"	"	1883	100 1/2
Davenport and St. Paul:							4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	97 1/2
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	....	5th Mortgage convertible.....	709,500	7	June and Dec.	"	1888	98
Dayton and Michigan (C.H. & D.):							Buffalo Branch, 1st mortgage.....	182,500	7	Jan. & July.	"	1891	....
1st Mortgage sinking fund guar.	1,585,000	7	Jan. & July.	New York.	1884	....	Sterling loan (£1,000,000) conv.	4,582,000	6	March & Sept.	London.	1975	....
2d Mortgage.....	441,000	7	March & Sept.	"	1887	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7	"	N.Y. & London.	1920	....
3d Mortgage.....	356,000	7	April & Oct.	"	1888	....	2d Consol. Mort. for \$40,000,000.	15,000,000	7	June and Dec.	London.	1894	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'81-'94	....	Long Dock Co.'s Mortgage.....	3,000,000	7	"	New York.	1893	100
Dayton and Union:							Convertible bonds.....	10,000,000	7	April & Oct.	London.	1903	....
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Erie and Pittsburg (Penn.):						
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
Income Bonds.....	252,445	6	"	"	1879	....	2d Mortgage.....	92,500	7	April & Oct.	"	1890	....
Dayton and Western (L. M. R.R.):							Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1898	....
1st Mortgage (assumed).....	189,000	7	Jan. & July.	New York.	1895	....	Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	....
1st Mortgage (").....	463,000	6	"	"	1895	....	European & N. American (Me.):						
Decatur, Sullivan and Mattoon:							Banger City Bonds(1st m. 55 m.).	1,000,000	6	Jan. & July.	N.Y. & Lond.	1894	....
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	1st L.M. & 1st on 59. & 2d on 55m)	2,000,000	6	March & Sept.	"	1899	....
Delaware (P. W. and Balt.):							New Mortgage for \$6,000,000.....	.....				
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....	Evansville and Crawfordsville:						
1st Mortgage, guar.....	100,000	6	"	"	1875	....	1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage extension.....	100,000	6	"	"	1880	....	1st Mortgage (109 m.)	636,000	7	May & Nov.	"	1887	....
Delaware State Loan.....	170,000	6	"	"	1876	....	1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	"	1880	....
Delaware, Lackawan. & Western:							Evansville, Terre Haute & Chi.:						
1st Mort. (Eastern Ext.).....	1,111,000	7	Apr. and Oct.	New York.	1875	103	1st Mortgage, gold.....	775,000	7	May & Nov.	New York.	1900	....
2d Mortgage.....	1,633,000	7	March & Sept.	"	1881	106	Fall River, Warren & Prov.(B.&P):						
Convertible Bonds.....	5,000,000	7	June & Dec.	"	1892	106	1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	"	1880	....	Fitchburg:						
1st M. Ext.(")	400,000	7	March & Sept.	"	1885	....	Bonds of 1874 for \$500,000.....	.....			Boston.	1894	....
2d M. Ext. (")	200,000	7	May & Nov.	"	1890	....	Flint and Pere Marquette:						
Denver & Boulder Val.(Den. Pac):							1st Mort. Land Gr. (3d series)...	2,210,000	8	March & Sept.	New York.	1888	....
1st Mortgage.....	550,000	7	May & Nov.	Kansas City.	1900	....	Flint & Holly S. F. (\$25,000 p.y.)	425,000	10	May & Nov.	"	1888	....
Denver Pacific:							1st Mort.(Bay C. & E.Sag.guar.	100,000	10	Jan. & July.	Newark.	1882	....
1st Mortgage gold, land grant...	2,493,000	7	May & Nov.	New York.	1899	....	Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
Denver & Rio Grande(3 ft.gauge):							1st Mort. skg.f.d.(H., W. & Mon.)	1,000,000	8	Jan. & July.	"	1901	....
1st Mort. gold, skg fund tax free.	3,024,500	7	May & Nov.	N.Y.L. & Ama.	1900	....	Consolidated Sinking Fund.....	1,771,000	8	May & Nov.	"	1902	....
Des Moines and Ft. Dodge:							Construction Loan.....	280,405	8	Jan. & July.	"	1876	....
1st Mortgage (coupon).....	2,400,000	6	Jan. & July.	New York.	1904	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:	\$						Huntingdon and Broad Top Mt.:	\$					
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	418,000	7*	April & Oct.	Philadelphia.	1890	102
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	97 1/2
1st Mort. (Flushing and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1896	45
1st Mort. (Central of L. I.).....	1,000,000	7	.....	"	.....	....	Illinois Central:						
1st Mort. (Cent. R. R. Exten.)....	200,000	7	May and Nov.	"	1903	....	Construction bonds, cur. skg f.d.	2,742,000	7	April & Oct.	New York.	1875	100 1/2
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	Construction bonds, coin.....	332,000	6*	"	N. Y. & Lond.	1875	....
Sterling Loan.....	1,500,000	6*	.....	London.	.....	....	Redemption bonds, currency.....	2,500,000	6	"	New York.	1890	....
Fonda, Johnston & Gloversville:							Redemption bonds, sterling.....	2,500,000	6*	"	London.	1875	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Sterling Bonds, Sinking Fund.....	5,000,000	5*	"	"	1903	....
Fort Wayne, Jackson & Saginaw:							Illinois Grand Trunk (C. B. & Q.):						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage, guaranteed.....	960,000	8	April & Oct.	Boston.	1890	99
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana and Illinois Central:						
Fort Wayne, Muncie & Cin.:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	Indiana North and South:						
2d Mortgage.....	500,000	8	"	"	1898	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Frammingham and Lowell:							Indianapolis, Blooming. & West:						
1st Mortgage.....	500,000	7	May & Nov.	Boston.	1891	89 1/2	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	50
Frederick and Pennsylvania Line:							1st Mortgage Extension gold.....	2,000,000	7*	Jan. & July.	"	1912	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	2d Mortgage.....	1,500,000	8	"	"	1890	....
Fremont, Elkhorn & Mo. (S.C. & P.):							Indianapolis and Madison:						
1st Mortgage.....	690,000	7	April & Oct.	.....	1901	....	1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Galena & Chic. Union (C. & N. W.):							Indianapolis & Vincennes:						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	104	1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage.....	948,000	7	May & Nov.	"	1875	101	2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
Galv., Harrisburg & San Antonio:							International and Gt. Northern:						
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	70
Galveston, Houston & Henderson:							Convertible P'd's.....	1,473,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	....	1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	....
Geneva, Ithaca and Athens:							Convert. B'd's.....	1,677,000	8	Feb. & Aug.	"	1892	....
1st Mortgage, skg. fd., guar.....	600,000	7*	June & Dec.	New York.	1890	....	Indianapolis, Cin. and Lafayette:						
Georgia (and Banking):							1st Mortgage (Ind. & Cin.) of 1858	1,600,000	7	April & Oct.	New York.	1888	35
Company bonds (debentures)....	608,000	7	Jan. & July.	Augusta	74-'90	....	1st Mortgage (L. C. & L.F.) of 1867	2,792,000	7	Feb. & Aug.	"	1897	....
Gilman, Clinton & Springfield:							1st Mortgage (") of 1869	1,701,000	7	June & Dec.	"	1899	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	1st Mortgage (Cin. & Indiana.)	499,000	7	"	"	1882	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	2d Mort. guar. (")	1,496,000	7	Jan. & July.	"	77-'87	....
Goshen and Deckertown (Erie):							Indianapolis and St. Louis:						
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
Grand Rapids & Indiana:							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	1st Mortgage.....	2,000,000	7	April & Oct.	"	1919	....
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	2d Mortgage.....	1,000,000	7	"	"	1900	....
Grand River Valley (Mich. C.):							Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881	81
1st Mort., assumed by Lessees....	1,500,000	8	Jan. & July.	New York.	1888	....	Ionia and Lansing (D., L. & L.M.):						
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	91 1/2	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1889	....
Grand Trunk (Ca.):							2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Falls and Sioux City:						
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Iowa Midland (C. & N. W.):						
1st Preference Bonds £3,218,149	10,090,745	5*	Jan. & July.	"	Irred.	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	85
2d Preference Bonds £2,327,808	11,639,040	4*	"	"	"	....	Ironton (Penn.):						
3d Preference Bonds £7,163,910	35,819,550	4*	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
Provincial Debenture £3,111,500	15,567,500	.....	.....	Ottawa.	.....	....	Ithaca and Athens (Penn.):						
Great Western of Canada:							1st Mortgage gold, skg fund.....	600,000	7*	Jan. & July.	New York.	1890	....
Mortgage Bonds £127,000.....	635,000	6	Jan. & July.	London.	1876	....	Jackson, Lansing & Saginaw (MO):						
Mortgage Bonds £547,000.....	2,735,000	5 1/2	April & Oct.	"	77-'78	....	1st Mortgage guar.....	1,450,000	8	Jan. & July.	New York.	1885	93 1/2
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	1st Mort. (Northern Ext.) guar.	848,000	8	May & Nov.	"	1890	....
Debenture Bonds £1,743,160....	8,715,900	5	Jan. & July.	"	Perp.	....	2d Mortgage guar.....	289,000	8	March & Sept.	"	1878	....
Great Western Railway of 1859:							Consolidated Mortgage (236 m.)	18,000pm	8	"	"	1891	94 1/2
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	89	Jacksonville, South West & S. East:						
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	69	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
Green Bay and Minnesota:							Jacksonville, Pensac. and Mobile:						
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	.....	1900	....	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Greenville and Columbia:							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage guar. by S. Car....	1,428,546	7	Jan. & July.	Columbia.	81-'86	....	Jamestown & Frank. (L.S. & M. So.):						
1st Mortgage not guaranteed.....	379,708	7	"	"	81-'86	....	1st Mortgage guaranteed.....	468,000	7	Jan. & July.	New York.	1897	....
Greenwich and Johnsonville:							2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	Jefferson (Erie):						
Gulf, Western Texas and Pacific:							1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (Construction)....	1,388,000	7*	Jan. & July.	.....	1902	....	2d Mort. (")	84,000	7	"	"	1899	....
Hannibal and Naples (T. W. & W.):							1st Mort. (Carbendale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	....	Jeffersonville, Madison & Indian:						
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
Hannibal & Cent. Mo. (T. W. & W.):							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
2d Mortgage.....	260,000	7	"	"	1892	....	Jersey City and Albany:						
Hannibal and St. Joseph:							1st Mortgage.....	.....	7*	Jan. & July.	New York.	1912	....
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-'94	....	1st Mortgage (Ridgefield Park)...	300,000	7	May & Nov.	"	1912	....
Missouri State Loan.....	1,500,000	6	"	"	77-'88	....	Follet and Chicago (C. & Alton):						
Fifteen years' bonds (277 m.)....	2,714,000	8	March & Sept.	"	1885	88	1st Mortgage skg fund guar.....	336,000	8	Jan. & July.	New York.	1882	....
1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	Junction, Philadelphia:						
1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	"	1886	....	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	91
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	89
Harlem Extension:							Junction and Breakwater:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage, guar. by Pa. R.R....	700,000	6	Jan. & July.	Philadelphia.	1883	101 1/2	1st Mort. assumed by L.S. & M. So.	840,000	8	Jan.			

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	8*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky....	\$ 74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold..	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	245,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,751,750	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf't)	39,000	6	"	"	'73-'78	....
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1896	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....	1st Mortgage (main line 185 m.)..	325,000	7	Jan. & July.	New York.	1876	....
Kent County (Del.)							1st Mortgage (Memp Br. 46.37m.)..	96,000	7	May & Nov.	Louisville.	1875	....
1st Mortgage for \$300,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)..	88,000	7	"	"	'80-'85	....
Kentucky Central:							1st Mort. (Memphis and Ohio)....	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)..	2,425,000	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)..	6,814,000	7	April & Oct.	"	1898	86
Kentucky and Great Eastern:							Louisville Loan.....	849,000	6	"	"	'86-'87	....
Bonds for \$2,200,000.....	15,000pm	7*	Feb. & Aug.	New York.	1892	....	Louisville Loan (Lebanon Br.)..	225,000	6	May & Nov.	"	1886	....
Keokuk and Des Moines:							Louisv. Loan (Leb. Br. Exten.)..	333,000	6	April & Oct.	Louisville.	1893	....
1st Mortgage.....	1,595,000	7	April & Oct.	New York.	1904	....	Louisv., N. Al. & St. Lo. Air-Line:						
Funded Interest.....	258,720	8	"	"	1884	....	1st Mortgage gold, \$25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B. & Q.):							Macon and Augusta:						
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	....	1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
La Crosse, Trempealeau & Prescott:							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mort. assumed by C. & N. W..	1,000,000	10	April & Oct.	New York.	1877	....	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
Laf. Blooming. & Miss. (T.W. & W.):							Macon and Brunswick:						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Laf. Muncie & Bloom. (T.W. & W.):							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
Lake Erie and Louisville:							Equipment Mortgage.....	150,000	7	"	"	1879	....
1st Mortgage.....	300,000	7	April & Oct.	New York.	1892	....	Madison and Portage:						
2d Mortgage.....	590,000	7	Jan. & July.	"	1902	....	1st Mort. guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Lake Ontario Shore:							Maine Central:						
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....	Consolidated Mortgage.....	545,800	7*	April & Oct.	Boston.	1912	....
Lake Shore & Michigan South'n:							\$1,100,000 Loan, tax free.....	758,800	7*	Jan. & July.	"	1898	91
Sinking Fund Mortgage.....	1,600,000	7	April & Oct.	New York.	1879	....	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
Consol. Mort., S. F., Registered.	4,250,000	7	J. A. J. & O.	"	1900	100	1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
Consol. Mort., S. F., Coupon.....	1,209,000	7	Jan. & July.	"	1900	102	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
2d Consol. Mort. for \$25,000,000.	.....	7	June & Dec.	"	1903	91	1st Mortgage (Ken. & Portland.)	217,300	6	April & Oct.	Augusta.	1885	....
Bonds of 1892 (Reg. & Coupon)	5,205,000	7	April & Oct.	"	1882	....	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	....
Lake Shore Dividend Bonds:							2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
Reg. Mort. (Clev., Pains. & Ash.)	1,000,000	7	Jan. & July.	"	1880	101	1st Mort. (Leeds & Far'gton)	635,000	6	Jan. & July.	"	1901	....
3d Mort. (") " " " "	1,000,000	7	April & Oct.	"	1892	104	Bath (Androscoogin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Mich. So. & Nor. Ind.)	5,255,090	7	May & Nov.	"	1885	104	Mansfield & Framing. (B.C. & F.):						
2d Mort. (") " " " "	2,692,000	7	"	"	1877	100	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	88
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	106	Marietta and Cincinnati:						
2d Mort. (") " " " "	860,000	7	April & Oct.	"	1886	98	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	104
Mort. Bonds (") " " " "	300,000	7	March & Sept.	"	1886	....	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	93
Mort. Bonds (") " " " "	3,000,000	7	April & Oct.	"	1898	99	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1890	82
1st M. (Det'r't, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	130	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....	1st Mort. (Scioto & Hoek. Val.)	300,000	7	May & Nov.	"	1896	....
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	Marietta and Pittsburg:						
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	94	Marquette, Houghton & Ontonagon						
1st M. (Jamestown & Franklin)	408,000	7	"	"	var	....	Income Bonds (Marq. & Ont.)..	150,000	8	Jun. & Dec.	New York.	1875	....
2d M. (") " " " "	600,000	7	June & Dec.	"	1894	....	1st Mortgage (") " " " "	1,760,000	8	"	"	1892	....
Lake Shore & Tuscarawas Valley:							1st Mort. (Houghton and Ont.)..	2,000,000	8	Jan. & July.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	'92-'03	....
2d Mortgage.....	696,000	7	"	"	....	....	Massachusetts Valley (C. & P. R.):						
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1889	90
Lake Superior & Mississippi:							Maryland and Delaware:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph	1900	45	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Income Bonds.....	3,147,000	10	"	"	1902	....	Massillon & Clevel. (C.M.V. & D.)						
Lawrence (P. Ft. W. & Chi.):							1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	Maysville and Lexington:						
Leavenworth, Atch. & N. West'n:							1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	....	Memphis and Charleston:						
Leaven, Lawrence & Galveston:							1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
1st Mort. skg fund conv. gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	Tennessee State Loan.....	1,514,142	6	"	"	....	....
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....	Income Bonds.....	600,000	10	March & Sept.	"	'73-'78	....
Lehigh and Lackawanna:							Memphis and Little Rock:						
1st Mortgage tax free.....	390,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
Lehigh Valley:							2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage (new loan).....	4,875,000	6	June & Dec.	Philadelphia.	1898	104	Michigan Air Line (Mich. Cent.):						
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	"	1910	107	1st Mort. (E. Div.) assumed.....	200,000	8	May and Nov.	New York.	1890	98
General Mort. for \$40,000,000..	5,000,000	6*	June & Dec.	London.	1923	....	Michigan Central:						
Lewish. Centre & Spruce C. (Pac E):							1st Mortgage, convertible.....	558,000	8	April & Oct.	Boston.	1882	....
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	111
Lexington & St. Louis (A. & P.):							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	104
1st Mortgage gold.....	1,000,000	6*	June & Dec.	New York.	1899	....	1st Mort. (M. Air L. W. D.) assu'd</						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (L. Sup. & M.):	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O., Jack. & Gt. N. (N.O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:	20,000 pm	7*	Jan. & July.	Detroit.	1890	....	2d Mortgage for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	1,012,500	7	May & Nov.	New York.	74-'84	....	Consol. Mort. for \$8,000,000.....	8,000,000	7*	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St. L. & Chi.):	2,000,000	8	Feb. & Aug.	"	1886	....	New Orleans, Mobile and Texas:	4,000,000	7*	Jan. & July.	N.Y. & Lond.	1915	....
1st Mortgage.....	3,704,500	7*	May & Nov.	"	1912	....	1st Mort. (Mobile to N. Orleans)	7,250,000	8	"	New York.	1915	....
2d Mortgage.....	2,040,000	7*	Jan. & July.	"	1900	....	2d Mort. (N. Orleans to Texas)	2,825,000	8	"	"	1915	....
General Mort. for \$8,000,000 gold	2,040,000	7*	Jan. & July.	"	1900	....	2d Mort. endorsed by Louisiana	6,817,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
Mississippi, Ouachita & Red Riv.:	680,000	7	April & Oct.	Memphis.	1876	....	New York, Boston and Montreal:	4,000,000	6*	May & Nov.	London.	1904	....
1st Mortgage gold.....	1,254,000	8	Jan. & July.	"	81-'93	....	1st Mortgage for \$12,250,000.....	5,936,626	6	May & Nov.	New York.	1883	98
Mississippi and Tennessee:	430,547	6	"	"	"	....	New York & Canada (D. & H. C.):	1,514,000	7	Feb. & Aug.	"	1876	102
1st Mortgage.....	1,254,000	8	Jan. & July.	"	81-'93	....	1st Mort. for £800,000, guar.....	74,500	6	May & Nov.	"	1883	....
Consolidated Mortgage.....	800,000	7	Feb. & Aug.	New York.	1902	....	Debt Certificates (N. Y. Cent.)	592,000	6	"	"	1883	91
Tennessee State Loan.....	2,000,000	7*	June & Dec.	"	1910	....	Bonds for debts assm'd (N.Y.C.)	162,000	6	"	"	1883	97
Mississippi Valley and Western:	3,229,000	6*	Jan. & July.	New York.	1899	....	Bonds for R.R. Stocks (")	2,431,000	6	June & Dec.	"	1887	100
1st Mortgage \$20,000 p. m.....	362,000	7*	June & Dec.	"	1903	....	2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1885	108
Missouri, Iowa and Nebraska:	10,418,000	7*	Feb. & Aug.	"	1904	....	3d Mort. (")	1,590,000	7	May & Nov.	"	1875	....
1st Mortgage gold, sinking fund.	2,500,000	7	"	"	1905	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
Missouri, Kansas and Texas:	600,000	7	"	"	1906	....	1st Mort., coup. } for \$30,000,000	3,004,000	7	Jan. & July.	"	1903	112 1/2
1st Mort. (U. Pac. S. Br.) skg fund	5,000,000	10	Jan. & July.	New York.	1889	50	1st Mort., reg'd }	9,733,333	6*	"	London.	1903	....
1st Mort. (Tebco & Neosho) S. F.	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	1st Mort. Sterling for £2,000,000	103,000	6	Feb. & Aug.	New York.	1893	....
Consol. Land Grant, skg fd gold	300,000	8	"	"	1876	....	Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	"	1881	....
Additional Consol. Mort.....	300,000	8	"	"	1889	....	Consolidated Mort. of 1872.....	6,822,000	7	May & Nov.	"	1900	108
Further Add. Consol. Mort.....	2,434,000	8*	May & Nov.	New York.	1900	....	N. York, Housatonic & Northern:	249,000	7*	April & Oct.	New York.	1902	....
Missouri River, Ft. Scott & Gulf:	800,000	8	"	"	1900	....	1st Mortgage.....	2,500,000	7*	Jan. & July.	New York.	1902	....
1st Mortgage, Land Grant, S. F.	377,500	7	Jan. & July.	Savannah.	1876	....	New York, Kingston & Syracuse:	1,059,500	6	April & Oct.	New York.	1875	100 1/2
2d Mortgage.....	300,000	8	"	"	1889	....	1st Mort. for \$4,000,000.....	1,000,000	7	"	"	1903	....
Mobile and Girard:	1,532,000	8*	May & Nov.	Mob. & Lond.	1883	....	New York, N. Haven & Hartford:	8,000,000	7*	Jan. & July.	New York.	1894	....
1st Mortgage.....	769,920	8	"	"	1883	....	1st Mort. (N. Y. and N. Haven)	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage.....	1,686,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	1st Mort. (Harlem & Portchester)	1,500,000	7	"	"	1896	....
Mobile and Montgomery:	59,000	8	May & Nov.	Mobile.	1877	....	New York and Oswego Midland:	3,800,000	7	"	"	....	....
1st Mort. endor. by State of Ala.	1,458,858	7*	Jan. & July.	N.Y. & Lond.	1904	....	1st Mortgage gold, tax free.....	2,425,000	7	"	"	....	....
2d Mortgage.....	847,975	8	M. J. S. & D.	New York.	....	....	2d Mortgage non-convertible...	2,425,000	7	"	"	....	....
Montclair (N. Y. and O. Mid.):	1,800,000	7*	March & Sept.	New York.	....	....	3d Mort., Equipment.....	1,200,000	7	"	"	....	....
1st Mortgage gold, guar.....	780,000	7	"	"	....	....	1st Mort. (West. Extension).....	75,000	6	Feb. & Aug.	New York.	1878	....
Income Mortgage.....	888,400	7	"	"	....	....	Consolidated Mortgage.....	140,000	7	Jan. & July.	"	1876	....
Montgomery and Erie (Erie):	127,000	7	May & Nov.	New York.	1888	....	Improvement Bonds.....	250,000	6	May & Nov.	"	78-'81	....
1st Mortgage.....	47,000	7	April & Oct.	"	1887	....	Extension Bonds.....	777,000	7	Jan. & July.	"	1899	....
2d Mortgage.....	1,040,000	8*	March & Sept.	New York.	1886	....	General Mort. for \$1,000,000.....	300,000	8	Jan. & July.	New York.	1877	....
Montgomery and Eufaula:	330,000	8	June and Dec.	"	1900	....	Norfolk & Petersburg (A.M. & O.):	157,000	8	"	"	1877	....
1st Mortgage end. by Ala. gold.	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage.....	468,000	8	"	Norfolk.	1893	....
2d Mortgage not endorsed.....	5,000,000	7	May & Nov.	New York.	1914	109	North Carolina:	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
Monticello and Port Jervis:	383,000	7	Feb. & Aug.	"	1891	103	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage gold, tax free.....	640,000	7	Jan. & July.	"	1900	95	2d Mortgage.....	225,500	8	"	"	1899	....
Consol. Mort. for \$15,000,000.....	2,975,000	7	April & Oct.	"	1889	94	North Missouri (St. L., K. C. & N.):	6,000,000	7	Jan. & July.	New York.	1895	96 1/2
Convertible 3 per cent. bonds.....	1,028,000	7	"	"	1901	....	1st Mortgage.....	2,159,500	6	Jan. & July.	Philadelphia.	1885	103
Montclair (N. Y. and O. Mid.):	1,460,000	6	Jan. & July.	New York.	74-'83	....	2d Mortgage.....	1,800,000	7	May & Nov.	"	1896	102 1/2
1st Mort., endorsed by Tenn.....	1,000,000	4	"	"	81-'91	....	Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	106 1/2
2d Mort. (Government Subsidy)	5,800,000	7	"	"	1913	....	General Mortgage.....	436,500	7	Jan. & July.	"	1903	....
New Mortgage.....	2,100,000	7	Jan. & July.	New York.	1900	....	North Shore (Flush., N.S. & Cent.):	153,000	7	Feb. & Aug.	New York.	1887	....
Nashville and Decatur (L. & Nash.):	500,000	6*	April & Oct.	Nashville.	1887	....	1st Mortgage.....	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
1st Mortgage sinking fund, guar.	103,000	7	Jan. & July.	Bridgeport.	1876	....	Northern Central:	2,500,000	6	Jan. & July.	Baltimore.	1885	95 1/2
2d Mortgage gold.....	600,000	7	Jan. & July.	New York.	1891	....	1st Mortgage.....	1,228,000	6	April & Oct.	Phila. & Balt.	1900	87
Naugatuck:	800,000	7*	May & Nov.	New York.	1889	....	2d Mortgage Coupon.....	500,000	6	Jan. & July.	Baltimore.	1877	....
1st Mortgage.....	171,500	6	Jan. & July.	Boston.	1881	....	3d Mort. (York & Cumb.) guar.	1,000,000	7	April & Oct.	Harrisburg.	1880	....
New Issue for \$360,000.....	285,000	7	"	"	1894	....	Income Mortgage coupon.....	3,000,000	7	Jan. & July.	"	1922	....
Newburyport:	300,000	....	"	"	....	....	Consol. Mort. coupon.....	2,520,060	6*	"	Baltimore.	1900	92 1/2
New Haven and Derby:	525,000	7	Various.	New Haven.	78-'90	....	Consol. Mort. registered.....	208,000	6*	April & Oct.	"	1900	....
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1889	....	Consol. Mort. S. F.	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
2d Mortgage.....	880,000	7	"	"	1881	....	Northern New Jersey (Erie):	400,000	7	Jan. & July.	Jersey City.	1878	....
New Haven and Northampton:	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	1st Mortgage skg fd guar.....	30,000,000	7.3*	Jan. & July.	New York.	1900	23 1/2
1st Mortgage.....	750,000	6	April & Oct.	"	80-'82	....	Northern Pacific:	140,000	6	Jan. & July.	Baltimore.	1885	....
Convertible bonds, tax free.....	200,000	7	"	"	1891	....	1st Mort. on R.R. & lands gold..	3,500,000	7*	"	New York.	....	....
Holyoke and Westfield bonds...	3,000,000	7*	Feb. & Aug.	New York.	1895	....	Northwestern Virginia:	400,000	6	Jan. & July.	Boston.	1877	....
New Jersey Midland (N.Y. & O.M.):	1,500,000	7	"	"	1881	....	3d Mort., assumed by B. and O.	150,000	7	"	"	1877	....
1st Mortgage gold, guar.....	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....	Northwestern Union (C. & N.W.):	160,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	2,000,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	3,067,000	7	Jan. & July.	New York.	1898	96
Consol. Mort. for \$7,000,000.....	1,000,000	6	April & Oct.	"	1888	....	Consolidated S. F. Mortgage.....	3,556,000	7	"	"	1898	97 1/2
Income Mortgage.....	6,300,000	7	March & Sept.	"	1881	....	Consolidated Mort., Sterling.....	112,000	7*	"	London.	1898	....
New Jersey West Line:	750,000	7	April & Oct.	"	1903	....	2d Consol. Mort. & S. F. Bonds	3,672,000	7	April & Oct.	New York.	1911	80
1st Mort. gold, for \$3,000,000.....	3,000,000	7*	May & Nov.	New York.	1900	....	Income and Funded Debt Bonds	174,000	7	May & Nov.	New York.	1882	....
New London Northern (Cen. Vt.):	300,000	6	April & Oct.	New York.	1885	....	Debenture Sinking Fund Bonds	180,000	7	"	"	1883	....
1st Mortgage.....	500,000	7	June and Dec.	"	1892	....	Oil Creek and Allegheny River:	530,000	7	Feb. & Aug.	Philadelphia.	1896	70
2d Mortgage.....	500,000	7	"	"	1892	....	1st Mortgage (O. C. R. R.).....	1,500,000	7	April & Oct.	"	1882	....
							1st Mort. (Warren & Franklin).	500,000	7	Jan. & July.	"	1890	....
							1st Mort. (Union & Titusville).	1,100,000	7	May & Nov.	"	1898	54 1/2
							Consolidated Mortgage.....	1,100,000	7	"	"	1898	54 1/2

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt.:						
Plain Bonds	1,000,000	4	March & Sept.	Boston.	1878	99 1/2	Mortgage Loan, convertible	318,500	6	Jan. & July.	Phila. & Bost.	1884	96 1/2
Plain Bonds	32,000	5	" "	"	1884	100	Loan of 1866	400,000	6	April & Oct.	" "	1876	100
Plain Bonds	458,000	6	April & Oct.	"	1875	99 1/2	Loan of 1867	1,000,000	6	" "	" "	1887	100
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101 1/2	Loan of 1872	500,000	6	" "	" "	1892	100
New Bonds for \$3,000,000	1,192,000	7	March & Sept.	"	1894	104 1/2	Pickering Valley (Phila. & Rdg):						
Omaha and Northwestern:							1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	100
1st Mort. Land Grant, Gold	16,000 pm	7 3/4	Jan. & July.	New York.	1901	100	Pittsburg, Cin. & St. Louis (Pa.):						
Omaha and Southwestern:							1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	100
1st Mortgage \$20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1866	85	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	70 1/2
Orange, Alex. and Manassas—							2d Mortgage	5,000,000	7	April & Oct.	Philadelphia.	1913	100
See Wash. C., Va. Mld. & Gt. So.							Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	"	1900	74
Oregon and California:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage gold	10,950,000	7 1/2	April & Oct.	New York.	1888	100	1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	111 1/2
Osgo Valley & Southern Kansas:							1st Mortgage (Series B)	875,000	7	Feb. & Aug.	"	1912	100
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	100	1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	100
Oshkosh & Miss. (C. M. & S. P.):							1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	100
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	100	1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	100
Oswego and Rome (B. W. & O.):							1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	100
1st Mortgage	500,000	7	May & Nov.	New York.	1916	100	2d Mortgage (Series G)	860,000	7	Jan. & July.	"	1912	104 1/2
Income Mortgage	112,100	6	Feb. & Aug.	"	1891	100	2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	100
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	100
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	100	2d Mortgage (Series J)	860,000	7	April & Oct.	"	1912	100
Ottawa, Oswego & Fox River:							2d Mortgage (Series K)	860,000	7	May & Nov.	"	1912	100
1st Mortgage guar. by C. B. & Q.	1,241,000	8	Jan. & July.	N. Y. & Bost.	1900	99	2d Mortgage (Series L)	860,000	7	June & Dec.	"	1912	100
Owensboro' and Russellville:							2d Mortgage (Series M)	860,000	7	April & Oct.	"	1912	98
1st Mortgage for \$1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	100	Bridge (O. & P. R. R.) bonds	111,000	7	May & Nov.	Philadelphia.	1876	100
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1877	100
1st Mortgage gold	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	90	Equipment bonds	1,000,000	8	March & Sept.	"	1879	100
2d Mortgage sinking fund	2,873,000	7	Jan. & July.	"	1891	80 1/2	Pittsburg, Va. and Charleston:						
Income Bonds	1,154,000	7	" "	"	1892	100	1st Mortgage	700,000	7	April & Oct.	New York.	1902	100
St. Louis County Debt	700,900	7	Monthly.	St. Louis.	1885	100	Pittsburg, Wash'ton & Baltimore:						
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	100	1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	86
1st Mort. (Carondelet Branch)	500,000	6 1/2	April & Oct.	"	1893	100	2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	100
1st Mort. (Leav. Atch. & N. W.)	500,000	7	" "	"	1889	100	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	100
1st Mort. (Lex. & St. Louis) gold	900,000	6 1/2	Jan. & July.	"	1887	100	Real Estate Mortgage	100,000	6	"	Baltimore.	1883	100
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,505,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	100	1st Mortgage for \$3,600,000	20,000 pm	7 1/2	Jan. & July.	New York.	1901	100
Panama:							Port Huron and Lake Michigan:						
1st Mortgage, stg £19,350	93,850	7 1/2	April & Oct.	London.	1875	100	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	100
General Mortgage, stg £597,800.	2,889,330	7 1/2	" "	"	1897	100	Portland & Ogdensb. (Me. & N. H.):						
Paris and Decatur:							1st Mort. (Maine Section) gold	800,000	6 1/2	Jan. & July.	Boston.	1900	100
1st Mortgage gold, S. F.	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	100	Consol. Mort. gold, for \$3,300,000	3,300,000	6 1/2	May & Nov.	"	1901	100
Paterson and Newark (Erie):							Portland and Ogdensburg (Vt.):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	100	1st Mortgage gold, for \$2,300,000	2,300,000	6 1/2	May & Nov.	N. Y. & Bost.	1891	100
Pekin, Linc. & Decatur (T. W. & W.):							Portland and Oxford Central:						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	100	1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	100
Pemberton & Hights. (U. C. of N. J.):							Portland and Rochester:						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	100	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	100
Peninsular (Mich.) Railway:							1st Mortgage (equal lien)	357,000	7	April & Oct.	"	1887	100
1st Mortgage gold (S. F.) 1st series	1,800,000	7 1/2	May & Nov.	N. Y. or Lond.	1899	100	2d Mort. (Portland Loan)	350,000	7	Mar. & Sept.	"	1891	100
1st Mortgage gold (S. F.) 2d series	979,000	7 1/2	" "	"	1900	100	Port Royal (S. C.):						
Peensylvania:							1st Mortgage gold, skg fd	1,500,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	100
1st Mort. (Harris'g to Pittsb'g)	4,970,000	7	Jan. & July.	Philadelphia.	1880	103 1/2	1st Mort. gold, guar. by Ga. Co.	1,000,000	7 1/2	" "	"	1889	100
2d Mort. (" ")	2,583,600	6	April & Oct.	"	1875	100 1/2	Portsmouth, Gt. Falls & Conway:						
2d M. stg (" ")	2,282,240	6 1/2	" "	London.	1875	100	1st Mort., guar. by Eastern R.R.	470,000	7	May & Nov.	Boston.	1893	100
General Mortgage (coup. & reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	90 1/2	Poughkeepsie and Eastern:						
Consolidated Mortgage	8,245,000	6 1/2	Jan. & July.	London.	1905	100	1st Mort. gold, conv. & tax free ..	644,500	7 1/2	Jan. & July.	New York.	1910	100
State lien for \$7,500,000, skg fd	5,401,675	5	April & Oct.	Philadelphia.	1874-90	100	2d Mortgage	78,000	7	" "	"	100	100
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	100	1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	100
Income Mortgage	310,000	7	April & Oct.	"	1891	100	Stoughton Branch bonds	1,000,000	6	" "	"	100	100
Pennsylvania & New York (L. V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	102	1st Mortgage gold	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	100
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	100	Quincy and Palmyra:						
Peoria & Bureau Val. (O. R. I. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	100
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	100	Quincy and Toledo (T. W. & W.):						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	100
1st Mortgage, traffic guarantee ..	600,000	8	Jan. & July.	Boston.	1878	100	Quincy & Warsaw (C. B. & Q.):						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	100	1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100
2d Mort. conv. and tax free	1,000,000	7	April & Oct.	"	1900	100	Reading and Columbia (P. & R.):						
Peoria and Rock Island:							1st Mort., Coupon, guaranteed ..	650,000	7	March & Sept.	New York.	1882	100
1st Mort. gold, conv. & tax free ..	1,500,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1900	100	2d Mort., Coupon, guaranteed ..	350,000	7	June & Dec.	Columbia.	1884	100
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	100	Rensselaer and Saratoga:						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	84	2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	104
Petersburg:							3d Mortgage	150,000	7	" "	"	1887	100
1st Mortgage (Installments)	341,500	8	Jan. & July.	New York.	1902	100	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	100
2d Mortgage	600,000	8	" "	"	1902	100	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	100
Philadelphia and Baltimore Cent.:							1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	"	1894	100
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	100	Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	"	1921	100
1st Mortgage (Md. Div. 9 1/2 m.) ..	300,000	6	" "	"	1891	100	Richmond and Danville:						
2d Mortgage (Pa. & Md. 46 m.) ..	400,000	7	" "	"	1900	100	Virginia State Loan, skg fund ..	600,000	6	Jan. & July.	Richmond.	1880	100
Philadelphia and Erie (Penn.):							1st Mort. (Peidmont Branch)	157,800	6	" "	"	1875	100
1st Mort. (Sunbury & Erie 40 m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	100	1st Mort. (Northwestern, N. C.) ..	500,000	6 1/2	April & Oct.	N. Y. or Rich.	1888	100
1st Mortgage	5,000,000	6	" "	"	1881	94	Consolidated Mortgage	1,768,000	6 1/2	May and Nov.	New York.	1875-90	65 1/2
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	86	Rick., Fredericksburg & Potomac:						
General Mort. for \$20,000,000	7,262,000	6 1/2	" "	Phil. or Lond.	1920	100	Sterling Loan	87,777	6 1/2	Jan. & July.	London.	1875	100
Philadelphia and Reading:							Dollar Loan	175,423	7	" "	Richmon.	1875	100
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80 1/2	Dollar Loan, Coupon	295,500	8	" "	"	1881	100
Mort. Loans of 1843-44-45 & 49 ..	1,521,000	6	" "	"	1880	101 1/2	Dollar Loan	124,489	6	various.	"	1875	100
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	105	Richmond and Petersburg:						
Mortgage Loan of 1836 stg	182,400	5 1/2	Jan. & July.	London.	1880	100	1st Mort. (Coup. and Register'd)	180,500	7	June & Dec.	Richmond.	1875	100
Mortgage Loan of 1843 stg	976,800	6 1/2	" "	"	1880	100	2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	1880-86	100
Mortgage Loan of 1836 stg	177,600	7 1/2	" "	"	1874-77	100	Rockford, R. Island & St. Louis:						
Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	106	1st Mortgage tax free	9,000,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1918	100
Consolidated Dollar registered	3,414,000	7	" "	"	1911	106	Rome, Watertown & Ogdensb.:						
Mortgage Gold or stg coup.	7,000,000	6 1/2	" "	Phil. or Lond.	1911	100	1st Mortgage (W. & R.) Skg Fund	799,990	7	March & Sept.	New York.	1880	100

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Interest Payable.		Due.	Price.
			When.	Where.					When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$				
1st Mortgage.....	240,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	8,700	7	"	New York.	'82-'88
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902
2d Mort. (").....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891
St. Joseph & Denver City:							Domestic (K) Bonds.....	76,000	6	Jan. & July.	"	'80-'92
1st Mort. (E. D.) gold tax free...	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:					
1st M. (W.D.) land grant, g'd tax fr	5,000,000	8*	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888
St. Joseph and St. Louis:							2d Mort. " " " "	200,000	7	"	"	1889
1st Mortgage.....	1,000,000	6	May & Nov.	New York.	1893	....	South Mountain Iron (Cumb. Val.):					
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888
1st Mortgage skg f.d. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	103	2d Mortgage for \$200,000.....	177,560	7	March & Sept.	"	1884
1st Mortgage skg f.d. (Series B)	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:					
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	86	1st Mort., endor. by Ala. gold...	391,000	8*	Jan. & July.	New York.	1890
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	Sterling Mort., guar. by L. & N.	£1,100,000	...	May & Nov.	London.	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	734	South Pacific (Atl. and Pac.):					
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):					
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	914	1st Mortgage, sinking fund.....	175,000	6	April & Oct.	Boston.	'80-'81
2d Mort. (").....	4,622,000	7*	May & Nov.	"	1897	71	South Side, Va. (A., M. and O.):					
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	"	1895	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7*	"	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90
Consolidated Mortgage.....	1,600,000	7	"	"	1899	....	3d preferred bonds.....	452,800	6	"	"	'84-'90
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):					
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1869
2d Mortgage.....	648,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	660,000	7	March & Sept.	"	1882
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:					
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	864	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900
New Mortgage.....	3,000,000	7	March & Sept.	"	1899	....	Southern of L. L.:					
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	1st Mort., Sink. Fund.....	1,500,000	7	May & Nov.	"	....
St. Louis and South Eastern:							Southern Minnesota:					
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88
1st M. (Evans, D.) gold skg f.d. con	1,000,000	7	"	"	1896	....	2d Mortgage.....	1,252,000	7	Jan. & July.	"	1890
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:					
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	10,040,000	6*	April & Oct.	New York.	....
St. Louis, Van. & T. Il. (T.H. & L.):							Southern Pennsylvania:					
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900
2d Mortgage (A.) guaranteed....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880
2d Mortgage (B.) convertible....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):					
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86
St. Paul and Iowa Southwestern:							1st Mortgage (Muscoogee) conv....	300,000	7	"	"	'72-'76
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	....	Spartanburg and Union:					
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879
1st Mort. (St.P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed....	198,370	7	"	"	1879
1st M. (St. P. to Sauk Rap.) 80m.	700,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:					
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage.....	345,000	7	Jan. & July.	Boston.	'83-'91
1st M. (W. Line) R.R. & Lands...	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:					
2d M. (W. Line) R. R. & Lands...	9,000,000	7*	"	"	....	....	1st Mortgage gold, tax free....	3,400,000	7*	Feb. & Aug.	New York.	1899
1st Mort. (St. Paul and Pac.) l.g.	15,000,000	7*	.....	"	....	....	2d Mortgage gold, tax free....	446,000	7*	April & Oct.	"	1900
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:					
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901
Salem (West Jersey):							Staten Island:					
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886
Salem and Lowell (B. & L.):							Stamstead, Shefford and Chamblay:					
1st Mortgage.....	226,930	6	Feb. & Aug.	Boston.	1878	....	1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	Boston.	1887
Sand., Mansfield & Newark (B & O.)							Sullivan (Central Verm.):					
1st Mortgage guaranteed.....	2,309,743	7	Jan. & July.	New York.	1909	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:					
Savannah, Albany & Gulf (A & G):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:					
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	Philadelphia.	1904
1st Mortgage (Sav. & Char.)....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:					
State guaranteed (C. & S.) bonds.	115,800	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890
Funded Interest bonds, guar....	501,900	7	"	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891
Savannah, Griffin & North Ala.:							Suspense, Bridge & Erie Junc. (E.):					
1st Mortgage for \$500,000 guar...	162,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	.....	New York.	....
Savannah and Memphis:							Swedesboro (West Jersey):					
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage, guaranteed.....	200,000	6	June & Dec.	Camden.	....
Schenectady & Susq. (D. & H. Can.):							Syracuse, Bing. & N.Y. (DL & W):					
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879
Schoolcraft & Three R. (LS & MS):							2d Mortgage.....	270,000	7	June & Dec.	"	1887
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Syracuse and Chenango Valley:					
Seaboard and Roanoke:							1st Mort. gold, for \$500,000....	500,000	7*	Feb. and Aug.	New York.	1891
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Tebo and Neesho (M. K. & T.):					
Selma and Gulf:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Terre Haute & Indianapolis:					
Selma, Marion and Memphis:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879
1st Mort. guar. by Ala.....	16,080pm	8	March & Sept.	New York.	1889	....	Bonds of 1873 for \$1,600,000...	516,000	7	"	"	1894
Selma, Rome and Dalton:							Texas and Pacific:					
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912
2d Mortgage.....	4,600,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:					
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Eastern Div.)....	1,600,000	7	June & Dec.	New York.	1894
Shamokin Valley & Pottsv. (N.C.):							1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	"	1896
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	01	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886
Sheboygan and Fond du Lac:							Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. for \$6,200,000....	1,500,000	7	May & Nov.	"	1910
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	1st Mortgage (Burl. Branch):	250,000	7	June & Dec.	"	1901
Shenango and Allegheny:							Toledo, Wabash and Western:					
1st Mortgage for \$1,000,000.....	793,000	7	April & Oct.	New York.	1889	....	1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890
Shenappu Valley (Ct.):							1st Mort. (L.Erie, Wab. & St.L.)	2,500,000	7	"	"	1890
1st Mortgage.....	400,000	7	April & Oct.	New York.	1891	....	1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	"	"	1888
2d Mortgage.....	200,000	7	Jan. & July.	"	1902	....	1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	"	1890
Shore Line (N. Y., N. H. & Hart.)							1st Mort. (Illa. & South'n Iowa)	300,000	7	Feb. and Aug.	"	1882
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	"	1889
Sioux City and St. Paul:							2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	"	1878
1st Mortgage.....	1,243,000	8	May and Nov.	New York.	1901	....	2d Mort. (Wabash & Western)	1,500,000	7	"	"	1878
Land Grant Mortgage gold.....	500,000	7*	"	"	1901	....	2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	"	"	1893
Sioux City and Pacific:							Equipment (Toledo & Wabash)	600,000	7	"	"	1883
1st Mortgage gold.....	1,628,000	6*	Jan. & July.	Boston.	1898	....	Consol. S. F. 1st Mortgage.....	2,610,000	7	F. M. A. & N.	"	1907
2d Mort. (Gov. Subsidy).....	1,628,200	6	"	U.S. Treasury.	1898	....	Consol. 2d mort. gold.....	2,186,000	7*	Feb and Aug.	"	1893
Somerset & Kennebec (Me. Cent.):							Traverse City (Gr. Rap. and Ind.):					
1st Mortgage.....	260,000	7*	June & Dec.	Boston.	1876	....	1st Mortgage.....	250,000	7	Feb. and Aug.	New York.	1902

AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unenclosed.....	400,000	6	Jan. and July.	Baltimore.	1890	82 1/2
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	" " "	"	1890	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	" " "	"	1890	....
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	" " "	"	1890	92
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	" " "	"	1895	....
Convertible Bonds.....	648,000	7	"	"	1862	....	3d Mortgage endor. by Balt.....	875,000	6	" " "	"	1900	99
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	" " "	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6a	Jan. and July.	New York.	1899	87 1/2
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Union (Chl., M. & St. P.):						
Tuckerton:							1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1890	....
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	West Jersey:						
Union Pacific:							Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	85
1st Mortgage gold, tax free.....	27,213,000	6a	Jan. & July.	N. Y. & Bost.	'96-'99	92 1/2	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	....
1st Mort. Land Grant.....	8,578,000	7	Apr. and Oct.	"	1887	89	1st Mortgage (Salem) guar.....	100,000	6	" " "	Philadelphia.	1878	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	1st Mort. (Swedesboro) guar.....	200,000	6	" " "	Camden.	....	....
3d Mortgage Sinking Fund.....	10,000,000	8	March & Sept.	New York.	1894	77 1/2	2d Mort. (Cape May & Millville)	408,000	7	Apr. and Oct.	"	....	....
Omaha Bridge B'ds, stg \$500,000	2,500,000	8a	Apr. and Oct.	London.	1896	....	Consolidated Mortgage.....	1,000,000	7	" " "	"	1899	102 1/2
Union Pacific (Central Div.):							West Wisconsin:						
1st Mortgage gold, tax free.....	1,600,000	6a	May and Nov.	New York.	1895	....	1st Mort. land gr., gold skg fund	3,900,000	7a	Jan. and July.	N. Y. or Lond.	1887	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	1st Mort. (Southern Extension).	640,000	7a	" " "	"	1902	....
Union Pacific, S. Br. (M.K. & T.):							White Water Valley:						
1st Mortgage gold, skg fund.....	3,220,000	6a	Jan. & July.	New York.	1899	....	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Union & Titusville (O.C. & A. Riv.):							Wico Mico and Pocumoke:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
United N. J. R. R. & Canal Coa:							Williamston and Tarboro:						
Loan of 1901 (United Company's)	3,000,000	6	March & Sept.	Philadelphia.	1901	....	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Sterling Loan \$369,200 (U. Co's)	1,848,000	5a	" " "	London.	1864	....	Wilmington, Colum. & Augusta:						
Sterling Loan \$369,000 (")	1,800,000	5a	" " "	"	1864	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	66
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Wilmington and Reading:						
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....	1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	71 1/2
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	"	1875	100 1/2	2d Mortgage coupon or regis....	1,500,000	7	Jan. and July.	"	1902	....
Loan of 1875 (Joint Companies)	675,000	6	Apr. and Oct.	Philadelphia.	1875	....	Wilmington and Weldon:						
Sterling S. F. \$262,000 (C. & Am.)	1,310,000	6a	Feb. and Aug.	London.	1880	....	Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" " "	Philadelphia.	1883	84 1/2	Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	....
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	94	Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1896	95
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	101 1/2	Wilmington and Western (Del.):						
Loan of '75 (N. J. R.R. & T. Co.)	300,000	6	Feb. and Aug.	New York.	1875	....	1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Loan of '78 (")	450,000	6	" " "	"	1873	....	Winona & St. Peter (C. & N. W.):						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1890	....
Utah Central:							2d Mortgage \$12,000 p. m.....	1,145,000	7	May and Nov.	"	1890	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Land Grant Mort. gold, skg fund	4,375,000	7a	June & Dec.	"	1916	....
Utah Southern:							Wisconsin Central:						
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	1st M. L. G. gold S. F. \$25,000pm	2,931,000	7a	Jan. and July.	Boston.	1901	....
Utica and Black River:							Worcester (Md.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Bonds of 1871 (2d issue).....	515,000	7	" " "	"	1891	....	Worcester and Nashua:						
Utica, Ithaca and Elmira:							Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
1st Mortgage gold, skg fund.....	25,000pm	7a	Jan. & July.	N. Y. & Lond.	1892	....	Plain Bonds.....	75,000	6	" " "	"	1881	....
Vermont Cent.—See Central Vt.							Plain Bonds.....	150,000	6	May and Nov.	"	1887	....
Vermont and Massachusetts:							Plain Bonds.....	150,000	7	Apr. and Oct.	"	1893	....
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	98 1/2	CANAL BONDS.						
Convertible bonds, tax free.....	200,000	7	" " "	"	1879	....	Chesapeake and Delaware:						
Convertible bonds.....	150,000	7	" " "	"	1885	103 1/2	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
Vicksburg and Meridian:							Chesapeake and Ohio:						
General							Sterling Loan guaranteed.....	4,375,000	6a	J. A. J. & O.	London.	1890	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Preferred Bonds (next item)	1,099,500	6	Jan. and July.	Baltimore.	1885	....
2d series (blue).....	850,000	7	" " "	"	1890	....	Delaware Division (L.C. & N.):						
3d series (black).....	138,000	7	" " "	"	1890	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Delaware and Hudson:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	1st Mort. (1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	....
Vineland:							regis. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	107
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	tored. (3d series, Jan. 1, 1871	3,500,000	7	" " "	"	1891	107
Virginia & Tennessee (A.M. & O.):							Debentures Sterling.....	3,000,000	6a	" " "	London.	1875	....
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	80	Debentures.....	850,000	7	Apr. and Oct.	New York.	1878	....
4th Mortgage.....	870,000	6	March & Sept.	"	1900	78	Lehigh Coal and Navigation:						
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	92 1/2
Funded Interest.....	228,300	8	" " "	"	1880	....	Convertible Bonds.....	692,100	6	" " "	"	1882	....
Income Mortgage (fundable).....	93,500	8	" " "	"	1866	....	Convertible Loan, gold.....	856,000	6a	March & Sept.	"	1894	103
Walkill Valley (Erie):							1st Mortgage, registered.....	5,566,277	6	J. A. J. & O.	"	1884	99
1st Mortgage gold, tax free.....	810,500	7a	Apr. and Oct.	New York.	1901	....	1st Mortgage, reg. (R. R.).....	2,400,000	6	F. M. A. & N.	"	1897	98 1/2
Warren (D. L. & W.):							Mortgage (equip.) Loan, gold.....	4,916,500	6a	June & Dec.	"	1897	100 1/2
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Consolidated Mortgage.....	199,000	6	" " "	"	1911	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	....	Greenwood Mortgage Loan.....	796,000	6	Feb. and Aug.	"	1892	....
Warren & Franklin (O.C. & A. R.):							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mortgage, assumed.....	1,500,000	7	Apr. and Oct.	Philadelphia.	1882	....	Monongahela Navigation:						
Warwick Valley (Erie):							1st Mortgage.....	103,000	6	Jan. and July.	New York.	188	....
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Morris and Banking:						
Wasatch and Jordan Valley:							1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
1st Mortgage.....	150,000	9a	May and Nov.	New York.	1893	....	2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	....
Washington City, Va. Mid. & Gt. So:							Boat Loan, sinking fund.....	236,985	7	Apr. and Oct.	"	1899	....
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	79 1/2	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
2d Mort. (")	350,000	7	" " "	"	1891	....	Pennsylvania:						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	88 1/2	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	72
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	....	1st Mortgage (W. Val. Can.)...	600,000	6	" " "	"	1878	....
3d Mort. (")	600,000	8	May and Nov.	"	1873	77	Schuylkill Navigation (Ph. & Rdg)						
4th Mort. (")	700,000	8	March & Sept.	"	1880	69 1/2	1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.</		

[illegible]

Rolling Stock. Debts, Income, Dividends, &c., &c.

RAILROAD SHARE LIST, INCLUDING MISC., ROLLING STOCK, LAND GRANT RAILROADS, AND RAILROADS NOT ACERTAINABLE	RAILROAD	ROLLING STOCK	LAND GRANT RAILROADS	RAILROADS NOT ACERTAINABLE
1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25
26	27	28	29	30
31	32	33	34	35
36	37	38	39	40
41	42	43	44	45
46	47	48	49	50
51	52	53	54	55
56	57	58	59	60
61	62	63	64	65
66	67	68	69	70
71	72	73	74	75
76	77	78	79	80
81	82	83	84	85
86	87	88	89	90
91	92	93	94	95
96	97	98	99	100

this work is published by the American Railway Association, and the columns headed "Operating Expenses" and "Earnings" are printed in "Railroad Statistics" published by the American Railway Association.

Year Ending	Railroad.			Rolling Stock.			Companies.	Property and Assets.			Liabilities.			Abstract of General Balance Sheet.			Operations.			Earnings.			Value of Shares.		
	Railroad.			Rolling Stock.				Property and Assets.			Liabilities.			Abstract of General Balance Sheet.			Operations.			Earnings.			Value of Shares.		
	Branch Line.	M.	M.	Engines.	Pass.	Freight.		Gars.	Railroad.	Rolling Stock.	Assots.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passen-gers.	Freight.	Gross.	Net.	Dividends.	Par.	P. d.	Value of Shares.
Jan. 30, 1873	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Feb. 28, 1873	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Mar. 31, 1873	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Apr. 30, 1873	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
May 31, 1873	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Jun. 30, 1873	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Jul. 31, 1873	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Aug. 31, 1873	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Sept. 30, 1873	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Oct. 31, 1873	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Nov. 30, 1873	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Dec. 31, 1873	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Jan. 30, 1874	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Feb. 28, 1874	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Mar. 31, 1874	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Apr. 30, 1874	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
May 31, 1874	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Jun. 30, 1874	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Jul. 31, 1874	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Aug. 31, 1874	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Sept. 30, 1874	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Oct. 31, 1874	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Nov. 30, 1874	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Dec. 31, 1874	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Jan. 30, 1875	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Feb. 28, 1875	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Mar. 31, 1875	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Apr. 30, 1875	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
May 31, 1875	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Jun. 30, 1875	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Jul. 31, 1875	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Aug. 31, 1875	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Sept. 30, 1875	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Oct. 31, 1875	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Nov. 30, 1875	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Dec. 31, 1875	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Jan. 30, 1876	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Feb. 28, 1876	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Mar. 31, 1876	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Apr. 30, 1876	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
May 31, 1876	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100	100	100	100
Jun. 30, 1876	11.9	6.5	8	6	4	310	Gilman, Clinton & Springfield, Illinoi.	4,066,167	380,680	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	109,568	287,000	287,000	21,500	100			

Dec. 31, 1873	129.0	18.1	25.0	60	44	1,400	Maine Central ¹	168,723	314,389	4,412,920	6,384,188	1,307,646	445,958	387.0	1,276.22	719,760	401,904	2,368,077	683,576	100
Jan. 30, 1874	22.4	4.7	3.1	...	...	...	Manchester and Framingham (N.H. & Mass.)	72,124	82,902	300,000	470,000	138,882	89,108	21.3	77,940	100,969	72,314	100,637	188,248	100
Feb. 28, 1874	25.3	4.7	3.1	...	...	...	Mansfield and Framingham (N.H. & Mass.)	72,124	82,902	300,000	470,000	138,882	89,108	21.3	77,940	100,969	72,314	100,637	188,248	100
Mar. 30, 1874	25.3	4.7	3.1	...	...	...	Mansfield and Framingham (N.H. & Mass.)	72,124	82,902	300,000	470,000	138,882	89,108	21.3	77,940	100,969	72,314	100,637	188,248	100
Apr. 30, 1874	25.3	4.7	3.1	...	...	...	Mansfield and Framingham (N.H. & Mass.)	72,124	82,902	300,000	470,000	138,882	89,108	21.3	77,940	100,969	72,314	100,637	188,248	100
May 30, 1874	25.3	4.7	3.1	...	...	...	Mansfield and Framingham (N.H. & Mass.)	72,124	82,902	300,000	470,000	138,882	89,108	21.3	77,940	100,969	72,314	100,637	188,248	100
Jun. 30, 1874	25.3	4.7	3.1	...	...	...	Mansfield and Framingham (N.H. & Mass.)	72,124	82,902	300,000	470,000	138,882	89,108	21.3	77,940	100,969	72,314	100,637	188,248	100
Jul. 30, 1874	25.3	4.7	3.1	...	...	...	Mansfield and Framingham (N.H. & Mass.)	72,124	82,902	300,000	470,000	138,882	89,108	21.3	77,940	100,969	72,314	100,637	188,248	100
Aug. 30, 1874	25.3	4.7	3.1	...	...	...	Mansfield and Framingham (N.H. & Mass.)	72,124	82,902	300,000	470,000	138,882	89,108	21.3	77,940	100,969	72,314	100,637	188,248	100
Sep. 30, 1874	25.3	4.7	3.1	...	...	...	Mansfield and Framingham (N.H. & Mass.)	72,124	82,902	300,000	470,000	138,882	89,108	21.3	77,940	100,969	72,314	100,637	188,248	100
Oct. 30, 1874	25.3	4.7	3.1	...	...	...	Mansfield and Framingham (N.H. & Mass.)	72,124	82,902	300,000	470,000	138,882	89,108	21.3	77,940	100,969	72,314	100,637	188,248	100
Nov. 30, 1874	25.3	4.7	3.1	...	...	...	Mansfield and Framingham (N.H. & Mass.)	72,124	82,902	300,000	470,000	138,882	89,108	21.3	77,940	100,969	72,314	100,637	188,248	100
Dec. 31, 1874	25.3	4.7	3.1	...	...	...	Mansfield and Framingham (N.H. & Mass.)	72,124	82,902	300,000	470,000	138,882	89,108	21.3	77,940	100,969	72,314	100,637	188,248	100
Jan. 30, 1875	25.3	4.7	3.1	...	...	...	Mansfield and Framingham (N.H. & Mass.)	72,124	82,902	300,000	470,000	138,882	89,108	21.3	77,940	100,969	72,314	100,637	188,248	100
Feb. 28, 1875	25.3	4.7	3.1	...	...	...	Mansfield and Framingham (N.H. & Mass.)	72,124	82,902	300,000	470,000	138,882	89,108	21.3	77,940	100,969	72,314	100,637	188,248	100
Mar. 30, 1875	25.3	4.7	3.1	...	...	...	Mansfield and Framingham (N.H. & Mass.)	72,124	82,902	300,000	470,000	138,882	89,108	21.3	77,940	100,969	72,314	100,637	188,248	100
Apr. 30, 1875	25.3	4.7	3.1	...	...	...	Mansfield and Framingham (N.H. & Mass.)	72,124	82,902	300,000	470,000	138,882	89,108	21.3	77,940	100,969	72,314	100,637	188,248	100
May 30, 1875	25.3	4.7	3.1	...	...	...	Mansfield and Framingham (N.H. & Mass.)	72,124	82,902	300,000	470,000	138,882	89,108	21.3	77,940	100,969	72,314	100,637	188,248	100
Jun. 30, 1875	2	...	...	...	...	...	Mansfield and Framingham (N.H. & Mass.)	72,124	82,902	300,000	470,000	138,882	89,108	21.3	77,940	100,969	72,314	100,637	188,248	100

Rolling Stock (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

Abstract of General Balance Sheet.																							Value of Shares	
Property and Assets.										Liabilities.				Railroad Operated.			Operations.			Earnings.		Market.		
Railroad.		Rolling Stock.		Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		M.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Par.	
M.	M.	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		M.	Number.	Tons.	\$	\$	pc.	\$	\$
Dec. 31, 1873	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1874	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1875	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1876	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1877	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1878	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1879	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1880	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1881	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1882	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1883	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1884	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1885	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1886	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1887	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1888	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1889	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1890	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1891	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1892	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1893	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1894	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1895	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1896	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1897	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1898	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1899	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1900	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1901	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1902	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1903	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1904	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1905	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1906	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1907	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1908	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1909	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1910	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1911	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1912	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,886,000	9,044,978	10	10	10	10	10
Dec. 31, 1913	354.9	62.0	654.9	878,356	126	17,589	45,571,809	1,978,380	4,371,449	68,144,475	43,145,780	33,599,815	8,642,668	809.4	809.4	5,679,684	9,998,794	24,						

[illegible]

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Paid.	Div'ds	Market Price.
RAILROAD STOCKS:					
Atlantic and Great Western, pref.	10,000,000	7	7	7	106
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	7	106
Atlantic, Mississippi and Ohio, guar.	276,200	7	7	7	106
Atlantic and Pacific, preferred	10,000,000	7	7	7	106
Atlantic and St. Lawrence, guar.	3,994,900	4	4	4	106
Baltimore and Ohio, preferred	8,562,800	6	6	6	106
Berkshire, guaranteed	600,000	7	7	7	106
Blossburg and Corning, guaranteed	250,000	5	5	5	106
Boston, Concord and Montreal, pref.	800,000	6	6	6	106
Buffalo, New York and Erie, guar.	950,000	7	7	7	106
Catawissa, pref. and guar.	1,159,500	7	7	7	106
Camden and Amboy, guaranteed	5,847,800	10	10	10	106
Camden and Atlantic, preferred	763,549	7	7	7	106
Cayuga and Susquehanna, guar.	589,110	9	9	9	106
Cedar Rapids and Missouri River, preferred and guaranteed	769,600	7	7	7	106
Central of New Jersey, guar.	20,000,000	10	10	10	106
Central Ohio, preferred	411,550	6	6	6	106
Chemung, guaranteed	380,000	6	6	6	106
Cheshire, preferred	2,153,200	7	7	7	106
Chicago and Alton, preferred	2,425,400	10	10	10	106
Chicago, Iowa & Nebraska, guar.	3,916,300	8	8	8	106
Chicago and North-Western, pref.	21,454,113	7	7	7	106
Cine, Sand and Cleveland, pref.	429,000	6	6	6	106
Cleveland and Mahoning, guar.	2,059,200	7	7	7	106
Cleveland and Pittsburgh, guar.	11,236,150	7	7	7	106
Cumberland Valley, 1st preferred	241,900	8	8	8	106
" 2d preferred	243,000	8	8	8	106
Dayton and Michigan, pref. & guar.	922,400	8	8	8	106
Delaware, guaranteed	1,315,390	6	6	6	106
Detroit and Milwaukee pref. & guar.	2,517,140	6	6	6	106
Dubuque and Sioux City, guar.	4,000,000	3	3	3	106
Dubuque South-Western, pref.	590,315	8	8	8	106
Eastern (N. H.), preferred	492,500	6	6	6	106
Elmira, Jeff. and Canad., guar.	500,000	5	5	5	106
Elmira & Williamsport, pref. & guar.	500,000	7	7	7	106
" com. & guar.	500,000	5	5	5	106
Erie Railway, preferred	8,536,910	7	7	7	106
Erie and Pittsburgh, guar.	2,000,000	7	7	7	106
Evansville and Crawfordsville, pref.	100,000	7	7	7	106
Hannibal and St. Joseph, pref.	2,167,700	7	7	7	106
Harrisburg and Lancaster, guar.	1,182,550	7	7	7	106
Housatonic, preferred	1,150,000	8	8	8	106
Huntington & Broad Top Mtn, pref.	190,750	7	7	7	106
Jeff. Mad. & Indianapolis, guar.	2,000,000	7	7	7	106
Joliet and Chicago, guar.	1,500,000	7	7	7	106
Joliet and Northern Indiana, guar.	300,000	8	8	8	106
Little Miami, Col. and Xenia, guar.	6,394,450	9	9	9	106
Louisv. Cincinnati and Lex. pref.	851,000	9	9	9	106
Marquette and Cincinnati, 1st pref.	8,101,350	6	6	6	106
" 2d pref.	4,438,250	6	6	6	106
Mich. Southern, (Lake Shore) guar.	533,500	10	10	10	106
Mill Creek, guaranteed	328,375	10	10	10	106
Milwaukee and St. Paul, preferred	12,274,453	7	7	7	106
Mine Hill, guaranteed	3,556,430	7	7	7	106
Montclair, guaranteed	2,000,000	7	7	7	106
Morris and Essex, guar.	15,000,000	7	7	7	106
Nesquehoning Valley, guar.	2,000,000	10	10	10	106
Newark and New York, guar.	1,000,000	7	7	7	106
Newcastle and Beaver Valley, guar.	605,000	10	10	10	106
New Jersey, guaranteed	7,295,200	10	10	10	106
New London Northern, guar.	971,400	10	10	10	106
New York & Harlem, pref. & guar.	1,500,000	8	8	8	106
" com. & guar.	1,500,000	8	8	8	106
Ningara Br. & Canandaigua, guar.	1,000,000	8	8	8	106
Norfolk Eastern (S. C.), preferred	105,000	8	8	8	106
Norfolk New Jersey, guar.	1,000,000	8	8	8	106
Norwich and Worcester, guar.	2,823,400	10	10	10	106
Ogdensburg & Lake Champlain, guar.	8,077,000	7	7	7	106
" p.l. & guar.	2,000,000	8	8	8	106
Ohio and Mississippi, preferred	4,000,000	7	7	7	106
Oswego and Syracuse, guar.	1,144,400	9	9	9	106
Panama, guaranteed	7,000,000	12	12	12	106
Patterson and Hudson, guar.	650,000	8	8	8	106
Pemberton and Hightstown, guar.	342,000	8	8	8	106
Peoria and Bureau Valley, guar.	1,200,000	8	8	8	106
Philadelphia and Erie, preferred	2,400,000	12	12	12	106
Phila. Germantown & Norristown, guar.	2,251,900	12	12	12	106
Philadelphia and Reading, pref.	1,551,057	10	10	10	106
Pittsburgh and Trenton, guar.	1,350,100	10	10	10	106
Pittsburgh, Ft. Wayne & Chic., guar.	22,214,285	7	7	7	106
Pittsburgh and North Adams, guar.	450,000	5	5	5	106
Portland, Saco & Portsmouth, guar.	1,500,000	10	10	10	106
Rochester & Genesee Valley, guar.	557,550	7	7	7	106
Rutland, preferred and guaranteed	4,300,000	7	7	7	106
St. Louis, Alton & Terre Haute, guar.	2,468,400	7	7	7	106
St. Louis, Jacksonv. & Ch. pref. & guar.	1,054,100	7	7	7	106
St. Louis, Kansas City & Nor., pref.	12,000,000	5	5	5	106
Schuykill Valley, guaranteed	576,000	6	6	6	106
Shamokin V. & Pottsville, guar.	869,450	6	6	6	106
Toledo, Peoria & Warsaw, 1st pref.	1,000,000	7	7	7	106
" 2d pref.	1,000,000	7	7	7	106
Toledo, Wabash and Western, pref.	1,000,000	7	7	7	106
Warren, guaranteed	1,800,000	7	7	7	106

CANAL STOCKS.					
Delaware Division, guar.	1,633,350	8	8	8	106
Delaware and Barren, guar.	5,847,500	10	10	10	106
Morris, preferred and guar.	1,175,000	10	10	10	106
" com. and guar.	1,080,000	4	4	4	106
St. Lawrence Navigation preferred	2,808,977	6	6	6	106

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 87¢ per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24¢; Scrap Cast, 8¢; Scrap Wrought, 8¢ per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton 40 — @ 42 —	
Gartsherrie.....— @ —	
Summerlee.....— @ —	
Carnbroe.....— @ —	
Langloan.....— @ —	
Glenarnock.....— @ 37 —	
Eglington.....— @ 37 —	
Pig, American, No. 1.....— @ 27 —	
Pig, American, No. 2.....— @ 25 —	
Pig, American, Forge.....— @ 24 —	
Bar, Refined, English and American.....— @ —	
Bar, Swedes, assorted sizes.....(gold) 115 — @ 120 —	

Bar, Swedes, ordinary sizes.....— @ 145 —	
Bar, Swedes, Plov sizes.....— @ 160 —	
Bar, Refined, ½ to 2 in. rd. & sq. 1 to 6 inch x ½ to 1 in.....— @ 70 —	
Bar Refined, 1½ to 6 by ½ & 5-16 in.....— @ 75 —	
Bar Refined, 1 & 1½ by ½ & 5-16 in.....— @ 75 —	
Large Rounds, 2½ to 3½ @ 4 in.....— @ 90 —	
Scroll.....— @ 130 —	
Ovals and Half-round.....— @ 100 —	
Band, 1 to 6 in. by 3-16 to No. 12.....— @ 87 50 —	
Horse Shoe.....— @ 105 —	
Rods, ½ to 1½ inch.....— @ 127 50 —	
Hoop, ½ by No. 22 to 1 & 1½ by 13 & 14.....— @ 155 —	
Nail Rod.....— @ 74 —	
Sheet, Russia, as to assortment.....(gold) 144 — @ 15 —	
Sheet, Single, D. and T. Common.....— @ 4 —	
Sheet, Double and Treble, Charcoal.....— @ 5 —	
Sheet Galvanized 1st and 2d quality.....List 20@35 p. c. disc.	
Rails, English.....(gold) per ton 48 — @ 50 —	
Rails, American, at Works in Penna.....c'y 50 — @ 55 —	

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)	
English, Cast, (2d and 1st quality).....per lb. — @ 17 ½ —	
English Spring (2d and 1st quality).....— @ 8 ½ —	
English Blister (2d and 1st quality).....— @ 14 —	
English Machinery.....— @ 11 ½ —	
English German (2d and 1st quality).....— @ 11 ½ —	
American Blister.....— @ 9 —	
American, Cast, Tool.....— @ 16 —	
American, Cast Spring.....— @ 10 —	
American Machinery.....— @ 11 —	
American German Spring.....— @ —	

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.	
10d. to 60d. Com. Fence & Sheath per keg. 3 50 — @ 3 60 —	
8d. and 9d.....— @ 3 85 —	
6d. and 7d.....— @ 4 10 —	
4d. and 5d.....— @ 4 40 —	
3d. and 4d. Light.....— @ 5 10 —	
3d. Fine.....— @ 5 85 —	
Cut Spikes, all sizes.....— @ 6 00 —	
2d Spikes, all sizes.....— @ 3 85 —	

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.	
Blanca.....(gold) per lb. — @ 26 —	
Straits.....(gold) — @ 22 ½ —	
English, L. & F.....(gold) — @ 21 ½ —	
English, Refined.....(gold) — @ 21 ½ —	
Plates—Fair to good brands.....Gold.	
I. C. Charcoal.....per box. 9 50 — @ 9 87 ½ —	
I. C. Coke.....— @ 7 75 —	
Coke Terne.....— @ 7 —	
Charcoal Terne.....— @ 8 37 ½ —	

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40@48 gravity (in bulk).....— @ 51 —	
Crude 40@47 gravity (in shipping order).....— @ 48 —	
Refined, Standard White (in ship's order).....— @ 11 ½ —	
Refined, S. W. (in jobbing lots).....— @ 11 ½ —	
Refined, S. W. (in tin).....— @ 16 ½ —	
Naptha, Refined (65@73 gravity).....— @ 9 —	
Residuum.....(in shipping order) per gall. — @ 7 —	

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.	
Copper, New Sheathing, (over 12 oz.) per lb. — @ 24 —	
Copper, Bolts.....— @ 30 —	
Copper, Braziers' (over 16 oz.).....— @ 30 —	
Copper, Nails.....— @ 37 —	
Copper, Old Sheathing, &c., mixed lots.....— @ 23 —	
Copper, American Ingot Lake.....— @ 23 ½ —	
Copper, English Pig.....— @ —	
Yellow Metal, New Sheathing & bronze.....— @ 21 —	
Yellow Metal, Bolts.....— @ 28 —	
Yellow Metal, Nails, Sheathing & Slating.....— @ 22 —	

LEAD—DUTY: Pig, Sheet per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. c.	
Spanish Ordinary.....(gold) per 100 lb. — @ 6 75 —	
German Ordinary.....(gold) — @ 6 75 —	
English.....(gold) — @ 6 75 —	
Foreign Refined.....(gold) 7 12 ½ — @ 7 25 —	
Domestic.....(gold) 6 20 — @ 6 25 —	

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.	
Liverpool Gas Cannel.....— @ 12 —	
Liverpool House Cannel.....— @ 18 —	
Anthracite (by cargo).....per ton of 1,000 lb. — @ 6 60 —	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 9.

	Th. 3.	F. 4.	Sat. 5.	M. 7.	Tu. 8.	W. 9.
Atlantic & Pacific pref. 161	161	161	161	161	161	161
Central Pacific 6a.....96	96	96	96	96	96	96
Central of N. Jersey.....106	106	106	106	106	106	106
1st mort.....—	—	—	—	—	—	—
Chesapeake & Ohio 1m.....52	52	52	52	52	52	52
Chicago & Alton.....101	101	101	101	101	101	101
1st mort.....—	—	—	—	—	—	—
1 M.....—	—	—	—	—	—	—
S. F.....—	—	—	—	—	—	—
Inc. bds.....100	100	100	100	100	100	100
Chicago, Burl. & Q.....104	104	104	104	104	104	104
8a, 1883.....—	—	—	—	—	—	—
Chic. & Northwestern.....46	46	46	46	46	46	46
1st mort.....—	—	—	—	—	—	—
1st M.....—	—	—	—	—	—	—
S. F.....—	—	—	—	—	—	—
Consol.....89	89	89	89	89	89	89
8a, 1883.....81	81	81	81	81	81	81
Chic. Rock Isl. & Pac. 101	101	101	101	101	101	101
7a, 1890.....—	—	—	—	—	—	—
Clev. Col. C. and Ind. 66	66	66	66	66	66	66
Clev. & Pittsburgh guar. 88	88	88	88	88	88	88
2 M.....—	—	—	—	—	—	—
3 M.....—	—	—	—	—	—	—
4 M.....96	96	96	96	96	96	96
Clev. and Toledo.....—	—	—	—	—	—	—
S. F. 7a.....—	—	—	—	—	—	—
Col. Chl. & Ind. C.....10	10	10	10	10	10	10
1 M.....69	69	69	69	69	69	69
2 M.....—	—	—	—	—	—	—
Del. & Hudson Canal.....116	116	116	116	116	116	116
Del. Lack. & Western.....107	107	107	107	107	107	107
1 M. 7a.....—	—	—	—	—	—	—
2 M. 7a.....—	—	—	—	—	—	—
Erie Railway.....27	27	27	27	27	27	27
1st mort.....—	—	—	—	—	—	—
1 M. 7a, 1897.....103	103	103	103	103	103	103
2 M. 7a, 1879.....—	—	—	—	—	—	—
3 M. 7a, 1883.....101	101	101	101	101	101	101
4 M. 7a, 1880 97	97	97	97	97	97	97
5 M. 7a, 1888.....—	—	—	—	—	—	—

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 9.

Th.3. F.4. Sat.5. M.7. Tu.8. W.9.

FEDERAL STOCKS:—					
U. S. 5s, 10-40s, reg.	114	114	112	113	113
U. S. 5s, 10-40s, coup. 114	114	114	112	113	113
U. S. 5s, 1881, reg.	113	113	112	112	112
U. S. 5s, 1881, coup. 113	113	113	112	112	112
U. S. 5s, 1881, reg. 116	116	116	115	116	116
U. S. 5s, 1881, coup. 116	116	116	115	116	116
U. S. 5s, 5-20s, reg. '62	119	119	119	119	119
U. S. 5s, 5-20s, c. 1862. 112	112	112	112	112	112
U. S. 5s, 5-20s, reg. '64	114	114	114	114	114
U. S. 5s, 5-20s, c. 1864. 114	114	114	114	114	114
U. S. 5s, 5-20s, reg. '65	116	116	115	116	116
U. S. 5s, 5-20s, c. 1865	116	116	115	116	116
U. S. 5s, 5-20s, r. n. '65	115	115	114	115	115
U. S. 5s, 5-20s, c. n. '65	115	115	114	115	115
U. S. 5s, 5-20s, reg. '67. 116	116	116	115	116	116
U. S. 5s, 5-20s, c. 1867. 116	116	116	115	116	116
U. S. 5s, 5-20s, reg. '68. 116	116	116	115	116	116
U. S. 5s, 5-20s, c. '68	116	116	115	116	116
U. S. 5s, Pac. RR issue	116	116	115	116	116

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 8.

W.2. Th.3. F.4. Sat.5. M.7. Tu.8.

Catawissa preferred					
7s, new	100	100	100	100	100
Camden and Amboy	100	100	100	100	100
6s, 1875	94	94	94	94	94
6s, 1883	94	94	94	94	94
6s, 1889	94	94	94	94	94
6s, mort. 6s, '89	101	101	101	101	101
Elmira & Williamsport	101	101	101	101	101
7s, pref.	101	101	101	101	101
Lehigh Navigation	47	47	47	47	47
6s, 1884	97	97	97	97	97
Gold L.	100	100	100	100	100
R. R. L.	98	98	98	98	98
Conv. G. L.	103	103	103	103	103
Lehigh Valley R. R.	61	61	61	61	61
6s new coup.	101	101	101	101	101
6s new reg.	101	101	101	101	101
7s	107	107	107	107	107
Little Schuylkill R. R.	48	48	48	48	48
7s	107	107	107	107	107
Minehill	53	53	53	53	53
Morris Canal	15	15	15	15	15
7s, pref.	125	125	125	125	125
North Pennsylvania	60	60	60	60	60
6s, 1885	102	102	102	102	102
7s	102	102	102	102	102
10s, 1887	105	105	105	105	105
Northern Central	30	30	30	30	30
Oil Creek & Alleg. Riv.	8	8	8	8	8
7s	54	54	54	54	54
Pennsylvania R. R.	52	52	52	52	52
1st M.	103	103	103	103	103
2d M.	100	100	100	100	100
Gen. mort.	96	96	96	96	96
reg.	96	96	96	96	96
Penn. State 6s, 2d series	111	111	111	111	111
6s, 3d series	111	111	111	111	111
Philadelphia City, 6s	100	100	100	100	100
new	103	103	103	103	103
Philad. Germ. & Nor.	54	54	54	54	54
Philad. & Reading	54	54	54	54	54
Philadelphia and Erie	16	16	16	16	16
6s	85	85	85	85	85
7s	86	86	86	86	86
Philad. Wilm. & Balt.	13	13	13	13	13
Schuylkill Navigation	78	78	78	78	78
6s, 1882	78	78	78	78	78
6s, 1876	78	78	78	78	78
6s, 1872	90	90	90	90	90
United Co. of N. Jersey	129	129	129	129	129
Houstonville, (Horse)	72	72	72	72	72
Chestnut & Wal.	67	67	67	67	67
Green and Coates	31	31	31	31	31
2d and 3d streets	31	31	31	31	31
Spruce and Pine	31	31	31	31	31
13th and 15th sts.	26	26	26	26	26

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 8.

W.2. Th.3. F.4. Sat.5. M.7. Tu.8.

Baltimore City 6s, 1876					
1886	102	102	102	102	102
1890	102	102	102	102	102
1884	102	102	102	102	102
1900	102	102	102	102	102
Balt and Ohio	171	171	171	171	171
bonds, 1876. 102	102	102	102	102	102
1886	102	102	102	102	102
1886	101	101	101	101	101
Central Ohio	93	93	93	93	93
1st mort.	94	94	94	94	94
Marietta & Cin. 1st M.	104	104	104	104	104
2d M.	93	93	93	93	93
3d M. 8s	82	82	82	82	82
Northern Central	85	85	85	85	85
bonds, 1885	92	92	92	92	92
1900	92	92	92	92	92
G. B. 1900	87	87	87	87	87
Pittsb. & Connellsv. 7s	87	87	87	87	87
N. W. Va. 3d mort.	82	82	82	82	82
Virginia 6s, Consol.	82	82	82	82	82
Def. Cert.	82	82	82	82	82
City Passenger 14 R.	82	82	82	82	82

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 9.

Th.3. F.4. Sat.5. M.7. Tu.8. W.9.

Boston and Albany					
132	130	130	130	130	130
Boston and Lowell	94	94	94	94	94
Boston and Maine	110	110	110	110	110
Boston and Providence	148	148	148	148	148
Boston, Hartford & Erie	23	23	23	23	23
Cheshire, pref.	23	23	23	23	23
Chl. Burl. and Quincy	104	104	104	104	104
Concord	104	104	104	104	104
Connecticut River	104	104	104	104	104
Eastern	53	52	52	52	52
Fitchburg	123	123	123	123	123
Manchester & Law's	77	77	77	77	77
Michigan Central	77	77	77	77	77
Northern, N. H.	97	97	97	97	97
Ogdens & Lake Champ	44	44	44	44	44
pref.	44	44	44	44	44
Old Colony	108	108	108	108	108
Ph. W. & Baltimore	55	55	55	55	55
Port'd, Saco & Ports	111	111	111	111	111
Union Pacific	35	35	35	35	35
6s	89	89	89	89	89
Land Grant 7s	87	87	87	87	87
S. F. 8s	74	74	74	74	74
Vermont and Canada	42	42	42	42	42
Vermont and Mass.	86	86	86	86	86
South Boston (Horse)	87	87	87	87	87
Cambridge	100	100	100	100	100
Metropolitan	44	44	44	44	44
Middlesex	44	44	44	44	44
Central Mining Co.	25	25	25	25	25
Calumet and Hecla	143	140	139	139	139
Copper Falls	11	11	11	11	11
Franklin	54	54	54	54	54
Quincy	43	43	43	43	43

London Stock Exchange.

—Closing Prices—

Nov. 20. Nov. 27.

Atlantic & Gt. W. 1st mort.		
\$1,000	47	49
Do. 2d mort.	24	26
Do. 3d mort.	11	12
Do. Con. mort. B'nds Bisch's Cert.	13	15
Do. Leas. Lines, Rental Bonds	65	70
Do. 1873	38	42
Do. 8 p. c. Scrip. West. Exten.	—	—
Detroit & Milwaukee 1st mort. Bonds	60	65
Do. 2d do.	55	60
Erie shares 100 dol. all paid	26	26
Do. Convertible Gold Bonds	62	63
Do. 6 per cent Convertible Bonds	93	95
Cons. Mort. amount autho. to be issued for conv. of existing bonds	89	91
Illinois Central 100 shares all paid	88	90
Do. Redemption mort. bonds 6 p. c.	99	101
Illinois & St. Louis Bridge 1st mort.	98	100
Marietta and Cincinnati Rail. Bonds	96	99
Michigan Central 8s 1882, conv.	—	—
New York Central, 100 dola. shares	94	95
Panama General mort.	96	98
Pennsylvania, General mort.	100	101
Do. 50 shares	48	49
Philadelphia and Erie 1st mort.	94	96

American Railroad Journal.

Saturday, December 12, 1874.

Stock Exchange and Money Market.

Money has been more active during the week, with call loans quoted generally at 3@5, and best mercantile credits at 5@7 per cent per annum, showing a somewhat firmer range. At these figures, however, the more prominent borrowers have been readily accommodated to the full extent of their requirements. The increased demand has been in good part for speculative use at the Stock and Gold Boards. The more extensive clearances of the City Banks indicate the magnitude of the inquiry for aid. There has been a further outflow of currency to the interior, which told against the City Bank reserves, as also against the Sub Treasury currency hoard. The liberal specie exports account substantially for the loss of specie by the City Banks. The Sub Treasury slightly augmented its specie average. The City banks last week further reduced their reserve of legal tender notes \$3,080,200, and their deposit item \$3,135,200, while also diminishing their specie average \$2,862,100. They report an increase of \$3,787,200 in the loans and discounts, and of \$128,500 in their circulation. The U. S. Sub

Treasury in this city closed the week with a currency balance of \$47,401,936 against \$49,566,170, the preceding week; and a coin hoard of \$55,031,032 against \$54,528,254, on the previous return. The City bank exchanges, during the week, were \$580,030,508, or a daily average of \$88,338,418. The customs revenue of the port, during the week, was \$1,857,000. The City banks reported their average of gold last week at \$14,467,200, and their greenback average at \$50,221,700. Their deposits stood at \$219,632,100. The loan item was \$286,072,800. The circulation was \$25,012,100.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve, to liabilities, of \$9,158,500.

The aggregate of the outstanding U. S. currency, of all denominations, Dec. 1, was \$429,987,311. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is now \$351,500,000.

The U. S. Treasury balances at the opening of business on Wednesday were as follows: Currency, \$15,521,490; special deposit of legal tenders for redemption of certificates of deposit, \$48,305,000; coin, (including \$22,718,900 in coin certificates,) \$80,387,534.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 47 millions.

With more favorable financial news from Europe, and the recommendations as to specie payments by President Grant, in his annual message to Congress, operating against the speculators for a rise, Gold has been depressed and lower, on a less active demand, especially on speculative account; the market closing irregularly. The extremes of the week have been 110% @ 112½, closing on Wednesday at 110%, as against 112 on Wednesday of the preceding week. The specie outflow last week was \$2,400,888, mainly to the Continent. The imports of specie at this port since Jan. 1, have been \$5,351,769, against \$17,890,422 same time last year. The customs demand for Gold last week averaged \$309,500 a day. Foreign Exchange has been less active, but held generally with firmness, with Bankers' sixty day bills on London closing on Wednesday at \$4 84¼ @ \$4 85½; sight bills on London at 4 90 @ \$4 90½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$4,103,914. The exports for the corresponding week of last year were \$5,170,064, and for 1872 \$4,586,084. The total exports since January 1, this year are \$269,321,960 against \$282,349,109 last year and \$225,590,047 in 1868.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$5,517,736.

Government Securities have been quite active, and quoted stronger in price through the earlier dealings; but, influenced, in good part, by the decline and irregularity in Gold, the market ruled lower toward the close.

U. S. sixes of 1881 closed on Wednesday of this week at 119½ @ 119¾; U. S. Five-Twenties of 1862, at 112¼ @ 112½; U. S. Five-Twenties of 1864 at 114¼ @ 114½; U. S. Five-Twenties of 1865 116¼ @ 116½; U. S. Five-Twenties of 1866 consolidated, 118¼ @ 118½; U. S. Five-Twenties

of 1867, 119¼@119¾; U. S. Five-Twenties of 1868, 119¼@119¾; U. S. Ten-forties at 113¾@114; U. S. Fives of 1881, (Funding Loan) 112@112¾; Six per cent. currency Sixes from 116¼@116¾.

Business at the Stock Exchange has been quite active, but the course of prices has been quite generally against operations for higher values. The demand for State and Railway bonds has been fair with prices quoted about steady. Railway and miscellaneous share property has been quite brisk, but unusually variable as to prices, influenced largely by the pressure to sell some of the more prominent speculative shares, like those of the Pacific Mail, which have been seriously damaged by the newspaper discussions of the week.

In general business, a fair show of activity has been made in most lines. Breadstuffs, Provisions, and Cotton have been dealt in with comparative freedom, but closed weaker as to values. Wool and Leather, in good demand and quoted steady. Most other kinds of Produce, in rather moderate request. Dry Goods, Hardware, and Boots and Shoes have been inactive. The Metal trade has been quite tame, as a rule. American Pig Iron has been offering more urgently, and has been heavy and irregular. English Pig Iron quoted from yard at \$37; Glengarnock, \$39@40; No. 1 American Pig at \$25@27; No. 2 do. at \$23@25; Forge, \$22@25; English Rails at \$47 50@50, gold; American Rails at works, \$50@55; Old Rails, \$30. Wrought Scrap, \$30@32. Ocean freights have been less active and at close, quoted weaker.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R. of Mo., 1st mort., 90; do. 2d mort., 80½; North Missouri 1st mort., 86½; St. Louis and Iron Mt. 1st mort., 91½; do. 2d mort., 71; Long Dock bonds, 100; Del., Lack. and Western 7s, conv., 106; Toledo, Wabash and Western 7s, consol., 56; Albany and Susquehanna 1st mort., 108; do. 2d mort., 102½; do. 3d mort., 100; Gt. Western 1st mort. 1888, 89; Canada Southern 1st mort., 65; Western Pacific bonds, 85½; Burlington, Cedar Rapids and Minnesota 1st mort., 50; Morris and Essex 7s, 1871, 99¾; Delaware and Hudson Canal reg. 7s, 1884, 107; Galena and Chicago 2d mort., 101; Toledo, P.oria and Warsaw 1st mort. W. D., 71; do. E. D., 81; Mil. and St. Paul 1st mort. LaC. div., 90½; Detroit, Monroe and Toledo 1st mort., 100½; N. Y. Central Real Estate bonds, 97; Long Island R. R. 1st mort., 90; Iowa Midland 8s, 95; Chicago and Northwestern Interest bonds, 97½; Cleveland and Pittsburgh 7s, consol., 102; Clev., Col., Cin. and Ind. 1st mort., 104; Lake Shore div. bonds, 99; Central of New Jersey 7s, conv., 103½; Boston, Hartford and Erie 1st mort., 23¾; St. Louis, Iron Mt. and Southern R. R., 27; St. Louis, Kansas City and Northern pref., 24¾; Rome, Watertown and Ogdensburg R. R., 77½; Consol. Coal, 48; Maryland Coal, 19¾; At. and Pacific Tel., 18¾; Am. Dist. Tel., 40; Adams Exp., 114¼; U. S. Exp., 64½; Am. Exp., 65¼; Quick-silver Mining pref., 45; Canton Co., 60; Mariposa Mining, 5; Missouri 6s, (H. and St. J. issue), 1376, 100; do. 1877, 99; do. 1878, 98½; do. 6s, long bonds, 98½; Tennessee 6s, old, ex-

coupon, 57½; do. new, do., 57½; do. 6s, n. s., 57; Virginia 6s, consol., 58½; do. 2d series, 42¾; South Carolina 6s, new, Jan. and July, 23; California 7s, 114; Ohio 6s, 1881, 106.

Philadelphia.—Huntingdon and Broad Top Mt. 7s, consol., 45; Philadelphia and Reading debent. bonds, 80½; do. 7s, new, conv., 105½; do. 7s, 1893, 105; Belvidere Delaware 3d mort., 85½; West Jersey R. R. 7s, 102½; Allegheny Valley 7 3-10s, 83; West Chester and Philadelphia R. R. 7s, 103½; Pittsburg, Cincinnati and St. Louis 7s, 74; Northern Pacific 7-30s, 28½; Pennsylvania and New York 7s, 102; Schuylkill Nav. 6s, 1895, 77; Connecting R. R. bonds, 90½; Susq. Canal 6s, 74; Harrisburg and Lancaster R. R. 6s, 101½; Pennsylvania R. R. div. scrip, 107; Delaware Division Canal, 42; Catawissa R. R., 14½; do. new, pref., 32½; Fifth and Sixth Sts. R. R., 57½; Nesquehoning Valley R. R., 55; Camden and Atlantic pref., 48½; New Jersey State 6s, exempt, 105¼. The latest quotations are: City 6s, 100¾@101¼; do. free of tax, 103¼@103¾; Pennsylvania State 6s, 2d series, 108@108¼; do. 3d series, 111¼@111¾; Philadelphia and Reading, 54¾@54¾; do. Gen'l mort. 7s, coup., 102@—; do. reg., 103@—; do. mort. 6s, 1880, 101½@101¾; do. new, conv., 104¾@105½; do. 7s, 1893, 104¾@105¼; United New Jersey R. R. and Canal Co., 129¼@129¾; Camden and Amboy mort. 6s, 1889, 101½@102; Pennsylvania R. R., 52¾@52¾; do. div. scrip, 105½@105¾; do. 1st mort., 103@103½; do. 2d mort., 100¼@101; do. general mort. coupon, 96@96½; do. reg., 96@97; Little Schuylkill R. R., 48¼@48¾; Morris Canal, 50@50; do. pref., 125@130; do. 6s, 98@100; Susquehanna Canal, 6@10 do. 6s, 73@74; Schuylkill Nav., 61¾@6¾; do. pref., 13@13¾; do. 6s, 1882, 78½@79; do. 1872, 91@91; Elmira and Williamsport pref., 34@38; do. 7s, 1873, 99¾@99¾; do. 5s, 55@64; Lehigh Coal and Navigation, 48@48; do. 6s, 1884, 98@99; do. R. R. Loan, 98@99; do. Gold Loan, 100½@100¾; North Pennsylvania, 50¼@—; do. 6s 103@103½; do. 7s, 102½@102¾; do. Chattle 10s, 105@105¾; Philadelphia and Erie, 157@16; do. 6s, 90@92; do. 7s, 85¾@87; Minehill, 53@53½; Catawissa, 14¼@15; do. pref., 39½@41; do. new pref., 31@32½; do. 7s, 1900, 102¼@104; Lehigh Valley, 62¼@62½; do. 6s new coupon, 100@100½; do. reg., 100@100½; do. 7s, 106¾@107¼; Fifth and Sixth streets (horse), 57¼@57¾; Second and Third, 66¾@70; Thirteenth and Fifteenth, 25½@25¾; Spruce and Pine, 30¾@31¼; Green and Coates, 49¾@50½; Chestnut and Walnut, 71¾@72¼; Hestonville, 18¾@19; Germantown 36@45.

Boston.—Old Colony R. R. 7s, 1876, 99¾; do. 1877, 101½; do. 1894, 104¾; Chicago, Burlington and Quincy 7s, 100; Nashua and Rochester 6s, 92½; Vermont Central 1st mort., 15¼; Boston, Concord and Montreal 7s, 103; Burlington and Missouri River R. R. in Iowa, 102¼; do. 8s, 102¾; Boston and Maine 7s, 1894, 105; Atchison, Topeka and Santa Fe 2d mort., 30¾; Vt. and Mass. 6s, 1883, 96¾; do. 7s, 1885, 103¾; Eastern 7s, 1892, 90¾; Grand River Valley 2d mort., 91¾; Massachusetts Central 7s, 1893, 40; Conn. and Pass. Rivers R. R. 7s, 1876, 97; Kalamazoo, Allegan and Grand Rapids 8s, 94¾; Little Rock, Pine Bluff and New Orleans 1st mort., 4; Little Rock and Ft. Smith 6s, 6; do. 7s, L. G., 5½;

Indianapolis, Cin. and Lafayette R. R., 6¼; Summit Branch, 35¾; Norwich and Worcester R. R., 122; Cincinnati, Sandusky and Cleveland R. R., 7¾; Burlington and Missouri River R. R. in Nebraska, 53; Rutland pref., 16½; do. scrip No. 6, 25; do. 1st mort., 1902, 64¾; Pullman Palace Car, 95; Quincy R. R. Bridge, 112½; Boston Water Power, 10¼; Cary Imp., 4¾; Waverly Land, 3; New Hampshire 6s, 101½; Maine 6s, 101¾; Boston 5s, 1875, gold, 110¼; do. 1886, 98¾; do. 6s, 1876, currency, 100¾; do. 1903, 101; Erie, Pa., 7s, 1894, 92¼; Toledo 7s, 1879, 96¼; do. 8s, 1894, 101¾; Cleveland 7s, 1880, 100¾; Chicago 7s, 1894, 99½; Bangor 6s, 1894, 95; Providence 5s, 1900, gold, 93; Cincinnati 6s, 1890, 93; Allouez Mining Co., 10½; Petherick, 1½; Ridge, 8; National, 3.

Baltimore.—Orange and Alexandria 3d mort., 8s, 77; Western Maryland 1st mort., unendorsed, 82½; Orange, Alex. and Manassas 7s, 79¾; Virginia consols, ex-coupon, 55¾; Virginia consols, coupons, 91; Virginia Peeters, 42; Santa Clara bonds, 29; George's Creek Coal, 145. The latest quotations are: Richmond and Danville 1st mort. 65@67; Pittsburg and Connellsville 7s, 1898, 86@86¼; Baltimore and Ohio, 175@185; do. 6s, 1875, 102½@102¾; do. 1880, 102½@102¾; do. 1885, 101¼@101¾; Washington Branch, —@175; Northern Central, 30@31½; do. 6s, 1885, 95½@96¼; do. 6s, 1877, 95@—; do. 1900, 87@88; do. 6s, 1900 gold, 92@92¾; N. W. Va. 3d mort., 1885, 95@—; Marietta and Cincinnati 1st pref., 15@18; do. 2d pref., 8@12; do. 1st mort. 7s, 1892, 104¼@104½; do. 2d mort., 7s, 93@93½; do. 3d mort. 8s, 81¾@82; Central Ohio, 44@—; do. 1st mort., 93¾@94; Western Maryland, 1st mort. 6s, 1890, 82½@—; do. 1st mort. guar., 100@102; do. 2d mort. guar., 98@100; do. 3d mort., guar., 100@103; do. 2d mort. pref., 60@70; do. 2d mort. guar. by Washington Co., 92@93; Virginia and Tennessee 2d mort. 6s, 70@76; do. 3d mort. 8s, 74@80; Orange and Alexandria 1st mort. 6s, 85@91; do. 2d mort. 6s, 81@84; do. 3d mort. 8s, 76¾@80; do. 4th mort. 8s, 68½@69; Orange, Alex. and Manassas 7s, 79¾@81; Baltimore 6s, 1875, 102@102; do. 1884, 102@102½; do. 1886, 102@102¼; do. 1890, 102½@103; do. 1900, 102¼@102½; do. 1902, 102@103; do. 6s, exempt, 104@106; do. 5s, 80@86; Memphis City 6s, 35@40; Maryland Defense 6s, 1883, 108@110; do. 6s, 1890, 102@103; do. 6s, exempt, 108@110; do. 5s, 83@86; Virginia coupon 6s, old, 39@41; do. new, 39@43; do. consol. 6s, 55½@55¾; do. coupons, 90@91; West Virginia, 11@11½; City Passenger R. R., 24@25; George's Creek Coal, 144@148; Atlantic Coal, 2.00@2.25; Santa Clara, 6.00@10.00; do. bonds, 29@30; Canton Co., 50@70.

Western Union Telegraph.

The Western Union Telegraph Company have declared a dividend of 2 per cent. from the net earnings of the three months ending December 31, 1874, payable on the 15th of January, 1875. A comparative statement of the receipts, expenses and profits for the years ending December 31, 1873 and 1874, has been published, from which it appears that the gross receipts for the current year (the returns for November being nearly complete, and December estimated) are \$9,530,749 55, against \$9,282,033 86 for 1873, showing

an increase of \$248,715 89 for the current year, while the expenses have been reduced from \$7,047,016 38 in 1873, to \$6,454,088 76, being a difference of \$592,927 62 in favor of the current year, and that the profits are \$8,076,650 79, against \$2,235,917 28, being an increase of \$841,643 51 over the profits of 1873.

Railroad Earnings.

The earnings of the Union Pacific Railroad in October, 1874, were \$1,141,937 77, against \$1,170,586 41 in October, 1873, a decrease of \$28,648 64. For the ten months ending October 31, 1874, the earnings were \$8,662,122 75, against \$8,536,611 02, for the corresponding period of the previous year, an increase of \$125,511 73.

The earnings of the Indianapolis, Cincinnati and Lafayette Railroad in October, 1874, were \$174,630, the expenses \$100,222, and the net earnings \$74,408. In October, 1873, the earnings were \$176,204, the expenses \$112,067, and the net earnings \$64,137—showing a decrease in earnings of \$1,574, with a decrease in expenses of \$11,845, making the increase in net earnings \$10,271.

Mr. Abram S. Hewitt, one of the Receivers of the New York and Oswego Midland Railroad, says that during the first year of his Receivership the railroad was run, at a loss amounting in the aggregate to over \$300,000. Of this sum, however, over \$100,000 was expended for construction purposes, and the result is that the road is now in much better order than when it came into the hands of the Receivers. It is now no longer run at a loss; on the contrary, the earnings are equal to the expenses, and were it not for the floating debt accumulated during the past year, there would be no trouble in keeping it permanently available for public use. He thinks that timely relief by the State will put the road in a self sustaining condition.

The directors of the Chesapeake and Delaware Canal Company have decided to declare no dividend for the past six months. It is stated that the company have money enough on hand to declare the dividend, but have determined not to do so because of the great expense incurred in the renewal of the canal which was broken in 1873, and the depression in business. It is also stated that the company hope to commence declaring a regular semi annual dividend on the first of next June.

A project is on foot to build a railroad from Colusa, Cal., due west about ten miles, and thence a little west of north about thirty miles. The estimated cost is \$400,000. The Colusa Sun says: "If one branch of the road should run up Freshwater canyon, over to Antelope valley, it would give us most of the trade of Lake county, all the travel to the Springs, and all the mining business."

The regular quarterly dividend of two per cent, on the capital stock of the New York Central and Hudson River Railroad Company has been declared, payable at the company's office, on the 15th proximo. The transfer books will close on the 15th inst. and reopen Jan. 20.

The Painesville and Youngstown narrow gauge railway is nearly completed, the track being laid to Youngstown.

The Coal Trade.

The total of anthracite marketed for the week ending on the 28th Nov., amounted to 863,960 tons, and for the coal year 17,514,845 tons, against 18,450,839 tons to corresponding time last year, being a decrease of 935,914 tons. The bituminous tonnage for the week is 63,376 tons, and for the year 3,081,857 tons, against 3,112,158 tons to same time last year, giving a total of all kinds for the week of 427,336 tons, and for the year of 20,596,702 tons, against 21,562,997 tons to the same time last year, being a decrease of 966,295 tons. The Philadelphia Ledger, of 7th inst., from which the above is taken, adds:

The coal and coke tonnage of the Pennsylvania Railroad last week was 93,477 tons, and for the year 3,045,717. Of anthracite and bituminous there were 3,020,540 tons, and of coke 432,694 tons. This includes the tonnage of coal both east and west. The anthracite coal trade from the Pennsylvania coal mines is pretty well over for the current calendar year, except for the line supply of coal. The short production of anthracite coal for the year as compared with that of last year, though the returns are not fully made up, is very nearly approximated in the figures above given. It will not be far from 900,000 tons. The decrease in the bituminous production will be greater, as it has suffered materially in the west. If the past history of the growth of the coal trade may be taken as a basis for estimating its future, there is reason to believe that the production of 1875, and probably yearly for several succeeding years, will considerably increase. In the decade from 1862 to 1873, there was an averaging annual increase of 10 per cent, just doubling the amount in that time. It is true there was not in each and every year of the ten, an increase of 10 per cent, for, as in the present year, there was occasionally no increase on the next preceding year, but in a very few years this halt in the average was overcome, and the annual average made up. There is nothing in the progress of the country nor in the development of its material resources, to warrant any change in the coal trade for the future from that of the past. The production and carrying of coal, hard and soft, for the decade alluded to, was from 224 millions to about 45 millions of tons. A like progress, the current decade, would give a total production and tonnage of 90 millions of tons! Great as are the transportation facilities for coal, any one conversant with the trade will readily see how severely they will be taxed to market the amount, and what immense sums of money the owners of the mines and the carrying companies must handle, and as is presumed, with corresponding return of profits. The several anthracite coal regions in their respective supplies, lose this year as compared with 1873, as follows: The Schuylkill region shows a loss of 92,145 tons, the Lehigh region 208,786 tons, the Wyoming region 594,827, the Shamokin 45,255, the Lykens Valley 5,978, and the bituminous region 31,101 tons.

The Ponaganset (R. I.) Railroad Company has been organized by the choice of the following directors: James Y. Smith, Amos D. Lockwood, Alanson Steere, Thomas Pray, Jr., and George Hutchins.

The engineer corps of the Atlantic and Great Western railway are engaged in surveying the proposed railway route of the Atlantic and Lake Erie railroad between New Lisbon and Salineville.

Northern Central Railway.

An adjourned meeting of the stockholders of this company was held in Baltimore on the 8th inst. to receive the report of the committee appointed in April last to examine into the affairs of the company, and to negotiate for a lease of the road to the Pennsylvania Railroad Company, or a guarantee of dividends by the latter company, or some other arrangement satisfactory to the stockholders. Two reports were submitted, neither of which was signed by a majority of the committee, and both of which were laid on the table until the annual meeting in February next. The following Board of Directors was elected: S. M. Shoemaker, George Small, S. M. Felton, W. MacVeagh, Wistar Morris, Thomas A. Scott, M. B. Greensfelder, R. Oppenheimer, M. B. Sellers, H. P. Biorie, J. N. Hutchinson, and J. C. Bullitt. At a subsequent meeting of the directors, Thomas A. Scott was chosen President, and A. J. Cassett, General Manager of the Pennsylvania Railroad, was chosen Director, vice Scott.

Finances of the United States.

EXTRACT FROM THE REPORT OF THE SECRETARY OF THE TREASURY.

The moneys received and covered into the Treasury by warrants during the fiscal year ending June 30, 1874, were as follows:

From Customs.....	\$163,103,833 69
From internal revenue.....	102,409,784 90
From sales of public lands.....	1,852,428 93
From tax on circulation and deposits of national banks.....	7,030,038 17
From repayment of interest by Pacific Railway Companies....	1,028,895 56
From Customs' fines, penalties, &c.....	651,271 76
From labor, drayage, storage, &c.....	741,435 23
From sales of Indian trust lands..	903,439 50
From fees—consular, letters patent and land.....	1,898,189 74
From proceeds of sales of Government property.....	1,699,017 63
From marine hospital tax.....	352,379 98
From steamboat fees.....	274,490 91
From profits on coinage, &c.....	447,970 72
From tax on seal skins.....	356,610 42
From miscellaneous sources.....	1,691,303 70

Total ordinary receipts.....\$284,441,090 84
Premium on sales of coin..... 5,037,665 22

Total net receipts, exclusive of loans.....\$289,478,756 06
Payment by the British Government of the award of the tribunal of arbitration at Geneva..... 15,500,000 00
Excess of net receipts from certificates of deposit of legal tenders, &c., over redemptions... 17,207,475 23

Total net receipts.....\$322,186,231 29
Balance in Treasury, June 30, 1873.....\$131,192,028 50
Amount since received from late depository, Cincinnati, Ohio .. 1,028 78

Total.....\$131,193,067 28
Deduct unavailable balances with depositories carried to their debits on books of the Register, & to the credit of the Treasurer of the U. S..... 13,730 18
131,179,337 10

Total available cash.....\$453,365,568 89
The net expenditures by warrants during the same period were:

For civil expenses	\$17,627,115 09
For foreign intercourse	1,508,064 27
For Indians	6,692,462 09
For pensions	29,038,414 66
For military establishment, including fortifications, river and harbor improvements, and arsenals	42,313,927 22
For naval establishment, including vessels and machinery, and improvements at navy yards	30,932,587 42
For miscellaneous, civil, including public buildings, light houses, and collecting the revenue	50,506,414 25
For interest on the public debt ..	107,119,815 21

Total net ordinary expenditures, exclusive of the public debt ..	\$285,738,800 21
Premium on bonds purchased ..	1,395,073 55

Total	\$287,133,873 76
Award of Geneva Tribunal, investment account	15,500,000 00

Total net disbursements	\$302,633,873 76
Balance in Treasury June 30, 1874 ..	150,731,694 63

Total	\$453,865,568 39
It will be seen by this statement that the net revenues for the fiscal year were	\$289,478,756 06
And the ordinary expenses	287,133,873 76

Leaving a surplus revenue of. \$2,344,882 30

During the months of July, August and September of the fiscal year 1874, bonds to the extent of \$12,936,450 were purchased for the sinking fund account.

The receipts during the first quarter of the current fiscal year were—

From Customs	\$46,651,200 10
From internal revenue	26,314,615 33
From sales of public lands	391,465 88
From tax on circulation, &c., of national banks	3,596,148 23
From repayment of interest by Pacific Railways	217,941 97
From Customs' fines, &c.	30,540 31
From Consular, patent, and other fees	451,257 11
From proceeds of sales of Government property	522,546 77
From miscellaneous sources	1,255,332 57

Net ordinary receipts	79,431,048 27
From premium on sales of coin ..	1,453,237 72

Total net ordinary receipts ..	80,884,285 99
Receipts from certificates of deposit of legal tenders and coin certificates in excess of redemptions	5,247,068 24
Balance in Treasury June 30, 1874 ..	150,731,694 63

Total available

The expenditures during the same period were as follows:

For civil and miscellaneous expenses, including public buildings, light houses and collecting the revenues	\$20,838,410 77
For Indians	3,032,752 93
For pensions	8,913,407 18
For military establishment, including fortifications, river and harbor improvements, & arsenals ..	11,618,290 99
For naval establishment, including vessels and machinery, and improvements at navy yards	8,122,728 17
For interest on the public debt, including Pacific Railway bonds ..	32,787,899 38

Total ordinary expenditures ..	\$85,313,489 42
Balance in the Treasury, Sept. 30, 1874	151,549,559 44

Total

For the remaining three quarters it is estimated that the receipts will be:

From Customs	\$115,350,000 00
From internal revenue	78,784,000 00
From sales of public lands	1,000,000 00
From tax on national banks	3,300,000 00
From Pacific Railways	500,000 00
From Customs' fines, &c.	200,000 00
From Consular, patent, and other fees	1,200,000 00
From sales of public property	1,000,000 00
From miscellaneous sources	2,100,000 00

Total

For the same period it is estimated that the expenditures will be:

For civil, miscellaneous, including public buildings	\$48,060,000 00
For Indians	5,000,000 00
For pensions	21,442,000 00
For military establishment	28,500,000 00
For naval establishment	17,000,000 00
For interest on the public debt ..	70,000,000 00

Total

For the current fiscal year, from the foregoing account of the actual receipts and expenditures for the first quarter, and of the estimates of the same for the remaining three quarters, the estimates being based on the assumption that Congress will not increase the expenditures by deficiency or other appropriations, it is expected that the revenues will amount to \$284,318,285 99, and that the ordinary expenses will be \$275,315,489 42, which will leave a surplus revenue of \$9,002,796 57 to be applied to the sinking fund.

The sum of \$31,096,545 will be required under the law for this fund, and therefore, unless the revenues shall increase beyond the amount anticipated, there will be a deficiency in the sinking fund account for this year of \$22,093,748 43.

It is estimated that the receipts for the fiscal year ending June 30, 1876, will be:

From Customs	\$170,000,000
From internal revenue	106,000,000
From sales of public lands	1,500,000
From tax on national banks	6,500,000
From Pacific Railways	1,000,000
From Customs' fines, &c.	500,000
From Consular, patent, and other fees ..	1,500,000
From sales of public property	1,500,000
From miscellaneous sources	4,500,000

Total

It is estimated that the ordinary expenditures for the same period will be:

For civil expenses	\$17,000,000
For foreign intercourse	1,400,000
For Indians	7,500,000
For pensions	30,500,000
For military establishment, including fortifications, river and harbor improvements, and arsenals	38,000,000
For naval establishment, including vessels and machinery, and improvements at navy yards	22,500,000
For civil, miscellaneous, including public buildings, light houses, collecting the revenues, mail steam ship service, deficiency in postal revenues, public printing, &c.	54,000,000
For interest on the public debt	98,000,000
For interest on Pacific Railway bonds ..	8,878,000

Total ordinary expenditures

If these estimates of the revenues and expenditures shall prove to be approximately correct, there will be a surplus of revenue of about \$20,222,000. The amount necessary for the sinking fund is not included in the above estimate of expenditures, and to provide for it the sum of \$32,140,914 will be required. The surplus revenues which can be applied to this fund (\$20,222,000) will be insufficient to the extent of \$11,920,

914, and there will therefore be a deficiency of that amount.

The estimates received from the several Executive Departments are as follows:

Legislative establishment	\$2,963,342 10
Executive establishment	18,549,048 03
Judicial establishment	3,605,250 00
Foreign intercourse	1,344,785 00
Military establishment	31,641,526 50
Naval establishment	19,096,567 65
Indian affairs	6,851,681 96
Pensions	30,500,000 00

Public works:

Treasury Department ..	\$6,650,943 81
War Department ..	17,409,937 50
Navy Department ..	1,791,500 00
Interior Department ..	377,248 00
Department of Agriculture	22,840 00
Department of Justice	47,000 00

Postal service	26,299,469 31
Miscellaneous	9,914,878 00
Permanent appropriations	12,591,169 58
	146,673,551 76

Total

REDUCTION OF THE PUBLIC DEBT.

During the fiscal year the public debt was reduced by the sum of \$5,762,447 65, as will appear by the following statement:

Principal of the debt July 1, 1873	\$2,234,482,993 20
Interest due and unpaid, and accrued interest to date	42,356,652 82

Total	\$2,276,839,646 02
Less cash in the Treasury	181,179,337 10

Debt, less cash in the Treasury ..	\$2,145,660,308 92
Principal of the debt July 1, 1874 ..	2,251,690,468 43
Interest due and unpaid, and accrued interest to date	38,939,087 47

Total debt	\$2,290,629,555 90
Less cash in the Treasury	150,731,694 63

Debt, less cash in the Treasury ..	\$2,139,897,861 27
Showing a decrease during the year, as above stated, of	5,762,447 65

This decrease is represented by the excess of receipts over expenditures	2,344,882 30
The interest due and unpaid June 30, 1874, was less than June 30, 1873, by	3,417,565 35

Total

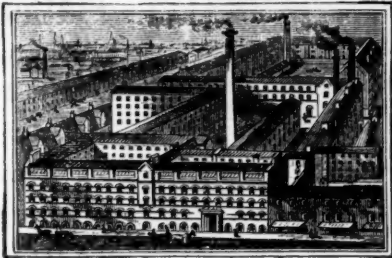
By the monthly statement of the public debt issued June 30, 1874, the reduction of the debt was shown to be \$4,730,472 41. The difference between this and the preceding statement is thus explained:

The monthly debt statement is made up at the close of business on the day of its date, and embraces only the moneys officially reported to the department at the time of its issue, whereas the foregoing annual statement of receipts and expenditures includes revenues which were deposited at the different places of deposit throughout the country within the period covered by the accounts, and unascertained at the time of the issue of the monthly statement. The books from which the annual statement of receipts and expenditures is prepared are usually kept open for a period of forty five days, so as to include, at the date of closing the accounts, all the revenues which may have been deposited within the year which the statement represents.

The difference between these two statements arises from the difference of dates at which they are made up, and by a comparison of them as regards the cash in the Treasury at the commencement and close of the last fiscal year it will be seen that by the annual statement of receipts and expenditures there was a gain of \$1,081,975

24, representing revenues in excess of those known at the time of preparing the monthly statement, which, added to it, or deducted from the annual statement of receipts and expenditures, will show that no difference exists, except in the manner of their preparation.

The tables accompanying this report furnish details of the foregoing statements and accounts.



Manufactory of the Spencerian Steel Pens, Birmingham, England.

SPENCERIAN
DOUBLE ELASTIC

STEEL PENS

The superiority and excellence of these justly celebrated Pens, are appreciated, as is shown in their constantly increasing sale. They are comprised in 15 numbers, of which one number alone has an annual sale of more than **5,000,000.**

The *Spencerian Pens* are manufactured of the very best material by the most expert workmen in Europe, and are famous for their elasticity, durability, and evenness of point.

The *Spencerian Pens* are for Sale by all Dealers.

We make Fifteen Numbers of Pens, differing in flexibility and fineness of point, adapted to every style of writing, as follows:

- No. 1. College Pen.** *Point Fine; Action Perfect.* This is a great favorite with our leading penmen, is largely used in the Schools and Commercial Colleges throughout the country, and gives better satisfaction than any Pen before the American Public.
 - No. 2. Counting-House Pen.** *Point Fine and Flexible,* well adapted to the use of Correspondents and Accountants.
 - No. 3. Commercial Pen.** *Point Medium.* An Easy Writing Business Pen.
 - No. 4. Ladies' Extra Pen.** *Point Extra Fine and Flexible.* For Delicate Fine Hand Writing this is a very superior Pen.
 - No. 5. School Pen.** *Point Fine, Medium in Flexibility.* For a durable School Pen it has never been equaled.
 - No. 6. Flourishing Pen.** *Point Long, Flexible and Medium in Fineness.* For Off-hand Flourishing.
 - No. 7. Quill Pen.** *Point Medium, Quill Action.* A Smooth, Easy Writing Pen. Its name well represents its qualities.
 - No. 8. Congress Pen.** (New.) *Medium Flexible Point.* A very superior Pen for all styles of writing. This Pen undergoes a process that renders it non-corrosive and three times more durable than any ordinary steel Pen.
 - No. 9. Bank Pen.** *Point Long and Flexible.* A great favorite with Accountants, Tellers, &c.
 - No. 10. Custom-House Pen.** *Point Medium.* Well adapted to all styles of Bold-hand Writing.
 - No. 11. University Pen.** *Point Medium, very Smooth and Flexible.* The action of this celebrated Pen is very fine.
 - No. 12. Epistolaire Pen.** *Point very Fine and very Flexible.* This is the Finest Pointed Pen made, and for very Delicate Writing, Map and Fine Pen Drawing, it has no equal.
 - No. 13. Engrossing Pen.** *Point Blunt and Smooth.* Particularly adapted to Coarse-hand Writing and Engrossing.
 - No. 14. Artistic Pen.** *Flexible, with extra fine Point.* This Exquisite and Truly Celebrated Pen is the Best Pen extant for Fine Ornamental Writing.
 - No. 15. The Queen.** *Point extra fine.* Admirably adapted to all kinds of Fine Writing.
- Sample Cards containing all the **FIFTEEN** Numbers, securely enclosed, will be sent by mail on receipt of 25 cents.
- IVISON, BLAKEMAN, TAYLOR & CO.**
138 & 140 Grand Street, N. Y.

ALBERT C. McNAIRY, President.

HENRY M. CLAFLEN, Vice-Pres't & Treas.

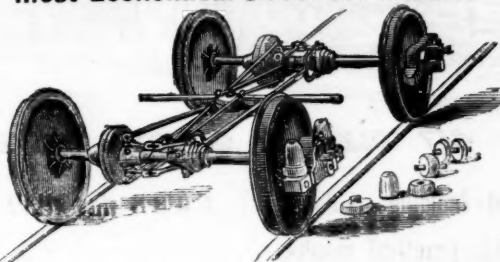
CLEVELAND BRIDGE & CAR WORKS,

[ESTABLISHED IN 1850.]

THE



The Lightest Running, Easiest Riding, and most Economical Street Car in use.



Higley's Patent Street Car Running Gear and Brake, Made and Sold by the McNairy & Claflen Manufacturing Co., Cleveland, O.

HARVEY T. CLAFLEN, Sup't.

JOHN COON, Sec'y.

McNairy & Claflen Mfg. Co.,

PROPRIETORS,

BUILDERS OF

Railway & Highway

BRIDGES,

ROOFS,

Turn Tables, Transfer Tables,

OF IRON AND WOOD.

Railroad Passenger & Freight Cars, Street Railroad Cars.

Post's Patent Iron and Combination Bridges, Howe Truss Bridges with Patent Iron Clamps, Street Railroad Cars with Higley's Patent Running Gear and Brake; also Substructures of Pneumatic and Screw Piles.

Offices: Waring Block, Cor. Bank and St. Clair St.

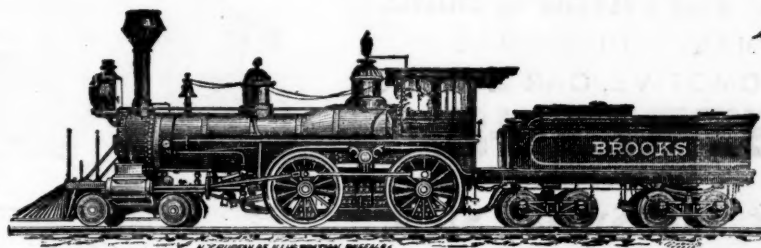
Works: On Wagon, Hamilton and Lake Sts.

CLEVELAND, OHIO.

SIMEON SHELTON, Engineer.

Brooks Locomotive Works,

DUNKIRK, N. Y.



Orders Solicited for Locomotives Adapted for Every Class of Railway Service.

M. L. HINMAN, Sec'y & Treas.

H. G. BROOKS, Pres't & Sup't.

HARRISBURG
Car Manufacturing Co.,

HARRISBURG, PENNSYLVANIA,

MANUFACTURE

Passenger, Mail, Baggage, Box, Gondola, Coal, and all other kinds of

RAILROAD CARS,

RAILROAD CAR WHEELS AND CASTINGS, BRIDGE AND ROLLING MILL CASTINGS, BRIDGE RODS, BOLTS,

AND

RAILROAD FORGINGS.

W. T. HILDRUP, Superintendent.

WILLIAM CALDER, President.

THE
TAUNTON LOCOMOTIVE
MANUFACTURING COMPANY,
TAUNTON, MASS.,

HAVING large facilities, and having had a long experience in the business, are prepared to furnish

LOCOMOTIVES,
EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF
RAILROAD MACHINERY,

STATIONARY ENGINES AND BOILERS,
SUGAR MILLS, SHAFTING, ET

HARRISON TWEED,

Agent and Treasurer

P. J. PERRIN, Sup't.

CARS

FOR

TWO HORSES

COMBINING

ALL

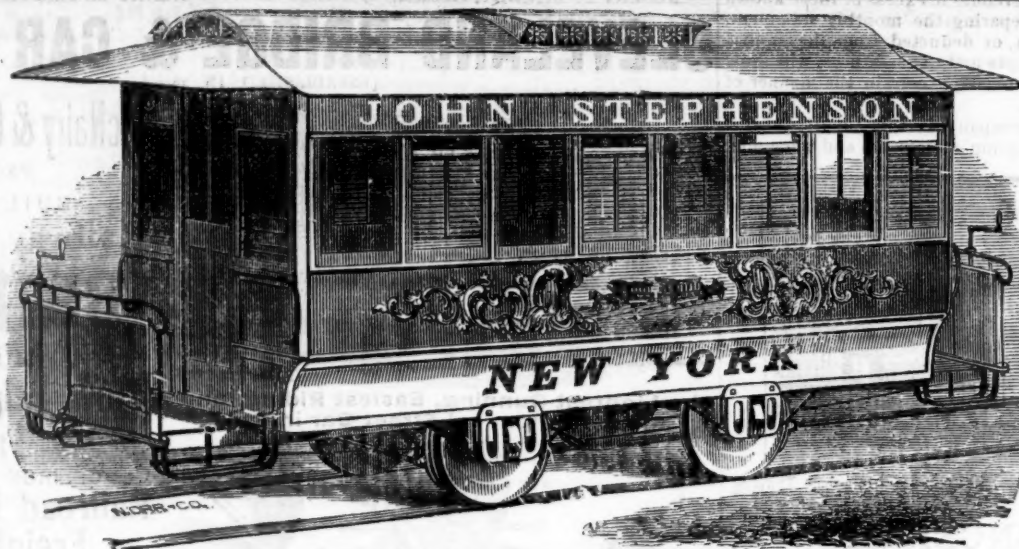
Valuable Inventions

**ELEGANT
STYLE,**

Light & Durable,

Full Size

AND

**REDUCED
WEIGHT****47 EAST 27TH STREET.****CARS**

FOR

ONE HORSE,

WITH or WITHOUT

Platforms,

OR TO

Swing on Trucks

EVERY

STYLE AND**VARIETY**

OF

CONSTRUCTION.

This Establishment commenced building **STREET CARS** in 1832, and is famed for superior **ELEGANCE** of workmanship and **SUBSTANTIAL** practical results.

Its location, in the **PORT** of **NEW YORK**, is most favorable for shipments, and its **CARS**, **CONSTRUCTED** in **SECTIONS**, may be **ENTIRELY COMPLETED** before being packed for transportation.

JAS. JEFFRIES & SONS,MANUFACTURERS OF
LOCOMOTIVE, CAR & TANK**SPRINGS,**

MADE OF BEST

Cast and Swede Steel.**PHILADELPHIA,** (rear of Girard House.)

We will be happy to furnish a **SET OF SPRINGS** to such companies as may wish to try their **Durability** and **Elasticity**, by writing us the **Length, Width, Curve** over all, and the weight which they are to bear.

ENGINEER'S FIELD BOOK,By **C. S. CROSS**, Civil Engineer.

THIS work is designed as a pocket companion, and embraces, in the most compact form, all the necessary tables for prosecuting railroad surveys. It is subdivided as follows:—

- 1st. The method of staking out railroad curves and keeping field notes.
- 2d. Railroad curve tables for expeditiously determining the points at which commences the curving.
- 3d. Application of the Prismoidal formula in determining the quantities of excavation and embankment of canals and railroads from transverse sections.
- 4th. Excavation and embankment tables for expeditiously determining the cubic yards from mean area.

It is a plain, clear, and most valuable book for practical Railroad Engineers. Sent free by mail, upon receipt of the price. For sale at this office. Price **\$1.50**.

**PASSENGER CARS**

Of the Finest Finish, as well as every description of **CAR WORK**, furnished at Short Notice and at Reasonable Prices by the

HARLAN & HOLLINGSWORTH COMPANY, Wilmington, Del.**VOSE, DINSMORE & CO.,**

National Spring Works,

MANUFACTURERS OF

VOLUTE**RUBBER CENTER SPIRAL,**

Compound Spiral,

INDIA RUBBER,**DINSMORE NEST SPIRAL,**

AND OTHER

Railway Car Springs;

ALSO IMPORTERS OF AND DEALERS IN

General Railway Supplies.No. 32 **WARREN**, cor. of Church Street,
NEW YORK.

52 Fifth Avenue, Chicago.

720 North Second Street, St. Louis.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,
YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly.

A. WHITNEY & SONS,
CAR WHEEL WORKS,

Callowhill and Sixteenth Sts.,

PHILADELPHIA, PENN.

FURNISH CHILLED WHEELS for Cars, Trucks and Tenders. **CHILLED DRIVING WHEELS** and **TIRES** for Locomotives. **ROLLED** and **HAMMERED** AXLES.

WHEELS and AXLES FITTED COMPLETE.

BARROW HÆMATITE STEEL CO.,**BARROW IN FURNESS,****LANCASHIRE, ENGLAND.**

MANUFACTURERS OF

**STEEL RAILS, TYRES, AXLES, WHEELS, SHAFTING,
Boiler Plates, Ship Plates, &c., &c.,****CHAS. CONGREVE & SON,**

SOLE AGENTS FOR THE U. S.,

NO. 104 & 106 JOHN ST., OPPOSITE CLIFF ST., NEW YORK.

CAST STEEL WORKS

OF

FRIED. KRUPP,

ESSEN, RHENISH-PRUSSIA.

American Office, - - - 15 Gold, Cor. Platt Street, New York.

CAST STEEL RAILS,

PATENT CAST STEEL RAILWAY TIRES,

WHEELS, AXLES, SPRINGS, CRANK PINS, &c.

BOILER PLATES,

ROLLER, DIE AND TOOL STEEL.

THOMAS PROSSER & SON,

Sole Representatives in America.

LAP-WELDED IRON BOILER TUBES,**WELL TUBING.**

Drills, Rimer-Countersinks, Expanders, &c.,

STEEL WIRE AND WHALEBONE TUBE BRUSHES

SPRING STEEL SCRAPERS,

GRIMSHAW'S PATENT

IMPROVED COMPRESSED-AIR

HAMMERS,

STAMPS, PRESSES, BLOWING ENGINES, &c.

THOMAS PROSSER & SON,

15 Gold Street, New York.

**THE WHARTON
Safety Railroad Switch.****BOTH RAILS of the
main track absolutely
immovable, continuous
and unmutilated.**

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

**ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,**

Of the Wharton R.R. Switch Co.,

28 South 3d St., Philada., Pa.

O. BOX, 2353, Phila.

PHILIP S. MILLER.

LENOX SMITH.

AMERICAN AND FOREIGN

STEEL & IRON RAILS,

Locomotives, Cars & Machinery,

STREET RAILS,

Railway Fastenings, etc.

MILLER & SMITH,

43 Exchange Place, N. Y.

The Dickson Manufacturing Co. of Scranton.

**THE
PHENIX IRON CO.,**

410 Walnut St., Philadelphia,

MANUFACTURERS OF

CURVED, STRAIGHT AND HIPPED

Wrought Iron Roof TrussesBEAMS, GIRDERS and JOISTS,
and all kinds of Iron Framing used in the construction of
iron roof buildings.**DECK BEAMS, CHANNEL, ANGLE
AND T BARS**curved to template, largely used in the construction of
Iron Vessels.**Patent Wrought Iron Columns,****Weldless Eye Bars.**

for top and bottom chords of bridges.

**Railroad Iron, Street Rails, Rail Joints
and Wrought Iron Chairs.**Refined Car, Shoeing, and every variety of Shipping Iron
Made to Order.Plans and Specifications furnished. Address
SAMUEL J. REEVES, President**RIEHLE BROS..**

650 North Ninth St., Philadelphia

New York Store, 93 Liberty Street,

Pittsburg Store, 285 Liberty St.

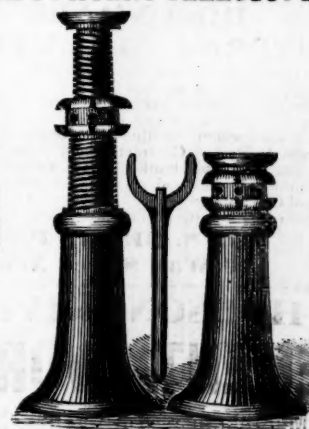
LATEST IMPROVED STANDARD.

Our Patented Double Beam Iron Lever Rail Road Track
Scale acknowledged the BEST.

MAKERS OF THE NEW TESTING MACHINE.

BALL'S PATENT TELESCOPE JACK.

Hot and Cold Punched Nuts, Bolts, Lag Screws and Washers.



Belting, Packing Hose, Rubber Springs, Car Trimmings, Steam Pumps.

ALBERT BRIDGES,

MANUFACTURER AND DEALER IN

Railway and Mining Supplies and Machinery,
No. 46 CORTLANDT STREET,

P. O. Box, 2843.

NEW YORK.

**CHARLES MACDONALD,
Engineer and Contractor,**

For the Construction of

Iron and Wooden Bridges,**TRESTLES,**

Steel Suspension Bridges, Roofs, &c.

Plans and Estimates furnished upon application.

80 BROADWAY,**New York.**

Jersey City Steel Works. JAS. R. THOMPSON & CO.

MANUFACTURERS OF
HAMMERED AND ROLLED
CAST STEEL

OF ALL DESCRIPTIONS,
Warren Street, Jersey City, N. J.

Tool, Dr., Frog Plates and Points, Cutlery, Rake, &c.,
Hoe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayo-
net, Rifle, &c. *made to order.*

J. H. GAFFNEY, J. G. GIBSON, JAS. R. THOMPSON,
B. ILLINGSWORTH, E. DICKINSON.

THE ROGERS Locomotive & Machine WORKS,

PATERSON, N. J.,
HAVING extensive facilities, are now prepared to fur-
nish promptly of the best and most approved descrip-
tion, either

COAL OR WOOD BURNING
LOCOMOTIVE ENGINES,
AND OTHER VARIETIES OF
RAILROAD MACHINERY.

J. S. ROGERS, Pres't.
R. S. HUGHES, Sec'y.
WM. S. HUDSON, Sup't.
Paterson, N. J.
THOMAS ROGERS, Treasurer,
44 Exchange Place, New York.

LAWRENCEVILLE CEMENT COMPANY. ROSENDALE HYDRAULIC CEMENT.

This Company Manufacture Hydraulic Cement of a
Superior quality at Rosendale Ulster County, New York.
This brand of Cement has been extensively used for past
years upon Fortifications and Government Works, giving
universal satisfaction, meeting the approval of our best
Architects, Engineers, Contractors and Builders.
It is put up in substantial barrels, made by the Com-
pany, thoroughly seasoned and well papered, containing
300 lbs. of Cement.

All orders will receive prompt attention.
WM. N. BEACH, Pres't.
96 Wall Street, New York.

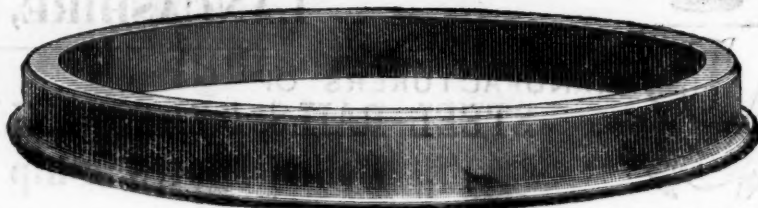
HUDSON RIVER CEMENT WORKS,

Manufactory at Kingston, N. Y.
(LATELY IN JERSEY CITY, N. J.)

MANUFACTURERS OF ROSENDALE HYDRAULIC
CEMENT, having facilities for manufacturing 600
barrels daily, are now prepared to furnish, on the most rea-
sonable terms, Rosendale Hydraulic (Diamond A) Cement of
a fine and superior quality, all of which is by ourselves man-
ufactured at the works, located on the West bank of the
Hudson River, near Rondout, N. Y., from a superior select-
ed quality Cement Stone, quarried exclusively from our
(late) Hudson River Cement Co., Jersey City, N. J.) cele-
brated and extensive quarries, situated at Creek Locks, town
of Rosendale, Ulster County, N. Y. Our Cement having
been extensively used the last twenty years, and meeting the
approval of the most eminent Builders, U. S. and other En-
gineers, we have authority for declaring our brand, (Dia-
mond A) Cement, the American Standard Hydraulic Cemen-
t, all of which is put up in good shipping order, in new,
tight, well-made (at the Manufactory) and papered barrels.
The largest class vessels can come to our works without ex-
tra towing or delay. Cement deliverable at the Works or in
New York City. Our barrels will be branded, "Hudson
River Cement Works, Rosendale (Diamond A) Cement,
Office, No. 95 Liberty Street, New York."

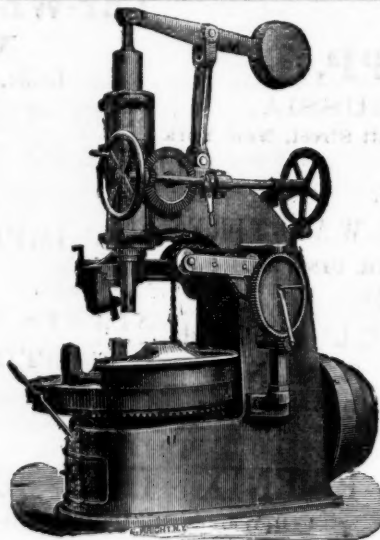
M. Brigham, J. H. Butts, Ag't,
KINGSTON, N. Y. 95 LIBERTY ST. N. Y.

CAMMELL'S CAST STEEL.

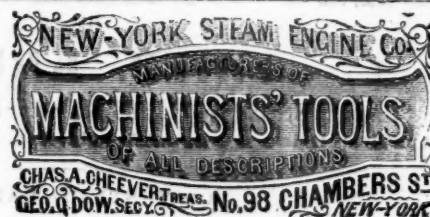


ROLLED AT JERSEY CITY
BY
W. BAILEY LANG & CO.

New York
AND
Boston.



No. 4 Car Wheel Borer.



We have the best and most
complete assortment of

Machinists' Tools

In the Country,
Comprising all those
used in

MACHINE, LOCOMOTIVE,

AND

R. R. REPAIR SHOPS.

For Photographs, Prices and Description, etc.,
address

NEW YORK STEAM ENGINE CO.,
98 Chambers Street, New York.



HOFFMAN ROSENDALE CEMENT,

Being the STANDARD CEMENT used at the
BROOKLYN NAVY YARD.

MADE AND SOLD BY
THE LAWRENCE CEMENT CO.

M. W. WOODWARD, Sec'y,
No. 67 William St., N. Y.

RICHARD DUDGEON.

No. 24 Columbia St., New-York,
Maker and Patentee of



HYDRAULIC JACKS and PUNCHES,

Roller Tube Expand-
ers, and

Direct-Acting
Steam Hammers.

Communications by
letter will receive
prompt attention.

Jacks for Pressing
on Car Wheels or
Crank Pins made to
order.

DELAFIELD & BAXTER CEMENT COMPANY, MANUFACTURERS OF HIGH FALLS ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supply-
ing our CEMENT for public works, or other pur-
poses. We warrant it equal in every respect
to any manufactured in this country. It attains a great
degree of hardness, sets immediately under water, and is a
superior article for masonry coming in contact with
water, or requiring great strength.
For sale in tight barrels, well papered, on application at
our office, 115 Broadway, New York.

THE James Cement Co.,

(Successors to J. B. JAMES.)

Manufacture a superior quality of Rosendale Cement,
put up in good barrels made by themselves, and well pa-
pered. Address

J. B. JAMES, Pres't,
24 Day St., New York.

FOUNDRY FACINGS & SUPPLIES OF ALL KINDS.

Bituminous Coal, Sea Coal, Lehigh, Mineral,
Charcoal, Black Lead, &c., &c.

Also Selves, Brushes, Molders' Tools, and all
articles required for foundry use.

BOYD & PEASE,

Manufacturers,
508, 526 & 528 East 18th St.,
NEW YORK.